



VISION  ZERO

ZERO TRAFFIC DEATHS IN MoCo

**OUR PLAN TO ELIMINATE FATALITIES AND
SERIOUS INJURIES ON OUR ROADS**
UPDATE TO COUNTY COUNCIL • 06/29/2021

RECENT PROJECT AND CAMPAIGN HIGHLIGHTS

Protected bike networks under construction in Bethesda and Silver Spring.

35 signals and beacons installed since 2018. 16 installed since January 2020.

Implemented Shared Streets Program.

Quick-build lane and road diets along Middlebrook Rd, Old Georgetown Rd, and University Blvd W.

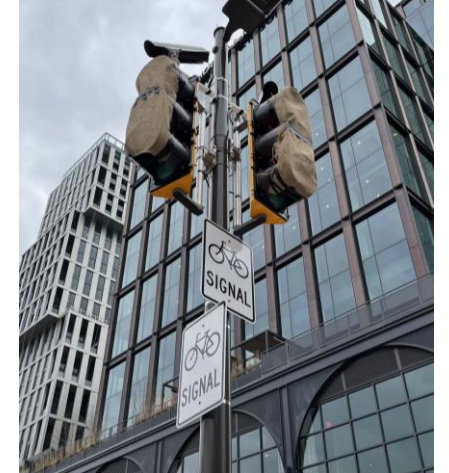
New speed management initiatives: *20 is Plenty* and dynamic speed display signs.

Finalizing 2030 Action Plan and Complete Streets Design Guide.

Applying for and securing grants for safety projects. Grants received for Connecticut Ave and New Hampshire Ave.

Implementing revamped centralized MCPD Traffic Unit on July 5.

Implemented virtual campaigns and targeted outreach during the COVID-19 pandemic.





ROAD SAFETY PROJECTS



EXPANDING COUNTY DOLLARS WITH GRANTS

Design Guidance for Urban Navigation for People with Vision Impairment
(MWCOG – Transportation Land-Use Connections)

Connecticut Ave Safety Study for Kensington
(MWCOG – Transportation Land-Use Connections)

New Hampshire Ave Safety Study & Design
(MWCOG – Safety Grant)

Helmets and Bike Rodeo Support
(Safe Kids Worldwide)

High Visibility Enforcement Support
(MHSA Highway Safety Grants)

Cordell Ave and Bethesda Elementary Safe Route
(SHA Transportation Alternatives Program)

MD355 Shared Use Path
(SHA Transportation Alternatives Program)

Germantown MARC Station Ped and Bike Access Improvements
(MWCOG – Transit Within Reach Grant)

\$45 Million Request for Ped/Bike Safety
(Federal Earmarks)

Pedestrian Hybrid Beacons
(SHA Highway Safety Improvement Program)

Neighborhood Greenway Design Guidance
(MWCOG – Transportation Land-Use Connections)

County staff have applied and, in most cases, secured outside grants for safety projects across the county. County staff have received grant support for advancing pedestrian safety audits and design, updating design guidance, and supporting outreach initiatives.

Two new safety grant opportunities were created this year by MWCOG and the State Highway Administration, the Regional Safety Program and the Highway Safety Improvement Program, respectively.

INSTALLED SIGNALS AND BEACONS

35 new signals and beacons installed since the start of Vision Zero Initiative.

Activated since January 2020:

Traffic Signals:

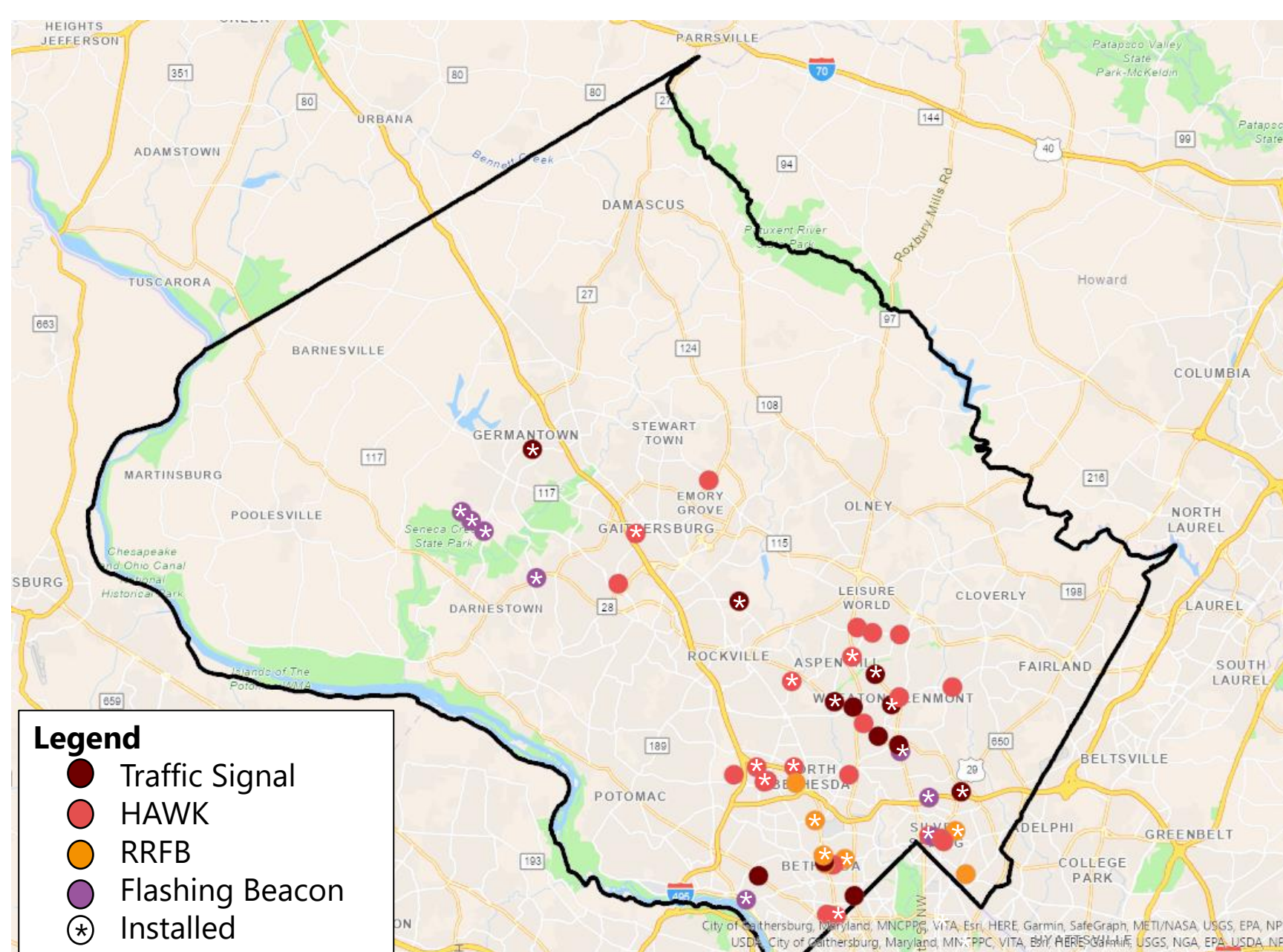
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- Georgia Ave & May St
- Colesville Rd & Lanark Way
- Veirs Mill Rd & M.H. Trail

PHB/HAWK Beacons:

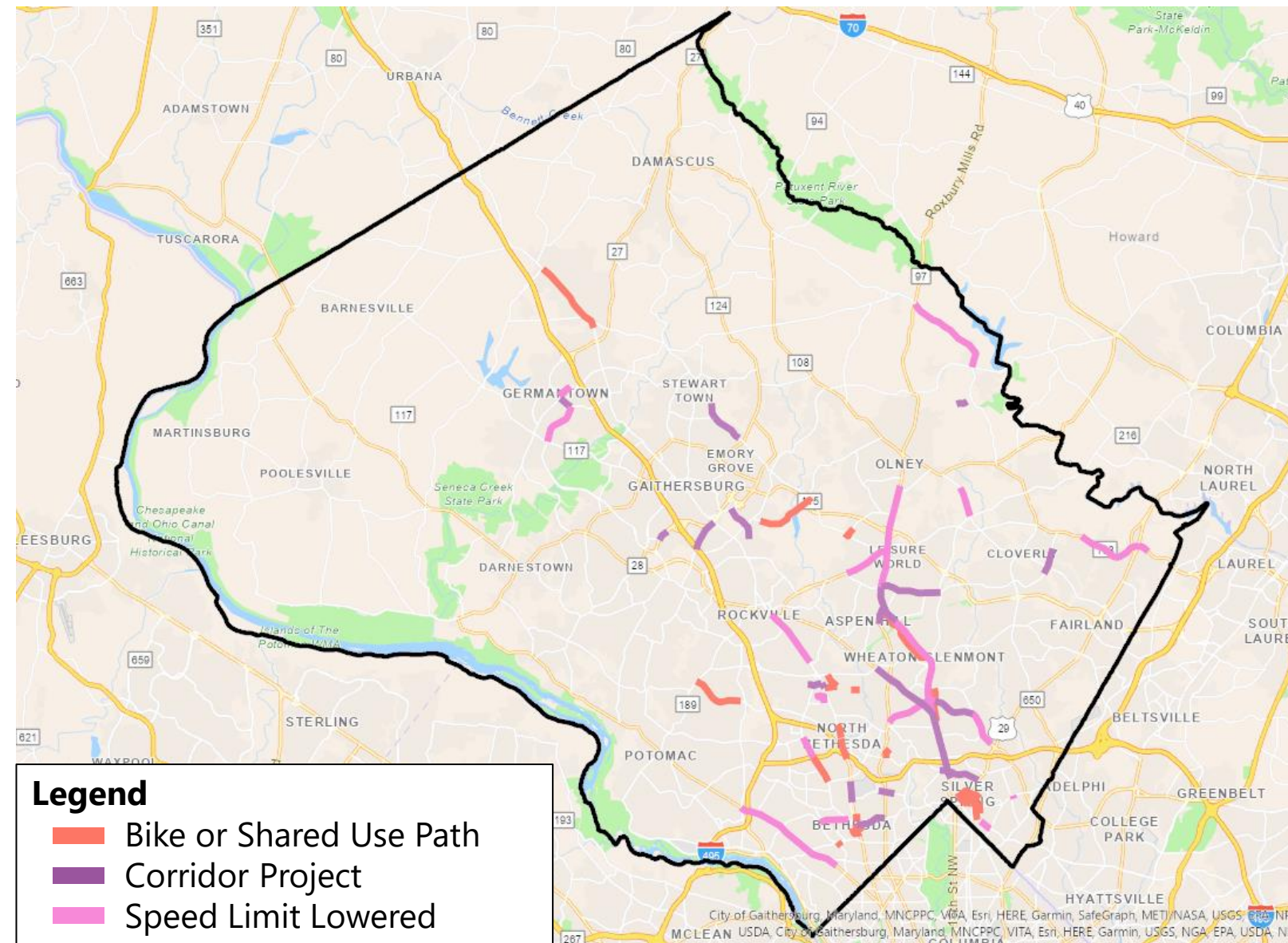
- Willard Ave & The Hills Plaza
- Democracy Blvd & Davis Library
- Democracy Blvd & WJHS
- Summit Ave & Brookfield Dr
- Twinbrook Pkwy & Rec. Center
- 6705 Rockledge Dr

Pedestrian Beacons:

- MacArthur Blvd & Dunrobbin Dr
- Dale Drive & Dartmouth Ave
- West Cedar Ln & Cedarcrest Dr
- Georgia Ave & Fenwick Ln
- Georgia Ave & Veirs Mill Rd
- Wisconsin Ave & Avondale St



CORRIDOR SAFETY PROJECTS



Bikeways under construction or starting by fall:

- Capital Crescent Surface Trail
- Woodmont Ave Separated Bike Lanes
- Frederick Rd Shared Use Path
- Marinelli Rd Separated Bike Lanes
- Montgomery Ave/Ln Separated Bike Lanes
- Cameron St to Planning Pl Separated Bike Lanes
- Kensington Pkwy Shoulder Improvements
- Grove St Neighborhood Greenway
- Emory Lane Shared Use Path

High Injury Network (HIN) Corridor Projects:

- Middlebrook Rd (implemented road diet)
- White Flint West Workaround (under construction)
- Crabbs Branch Way (under design)
- Bel Pre Rd (pedestrian beacon upgrades)
- Shady Grove Rd (signal timing)

Speed Management:

- 26 miles of roads with lowered speed limits
- 5 pilot “20 is Plenty” roads



SAFE ROUTES TO SCHOOL

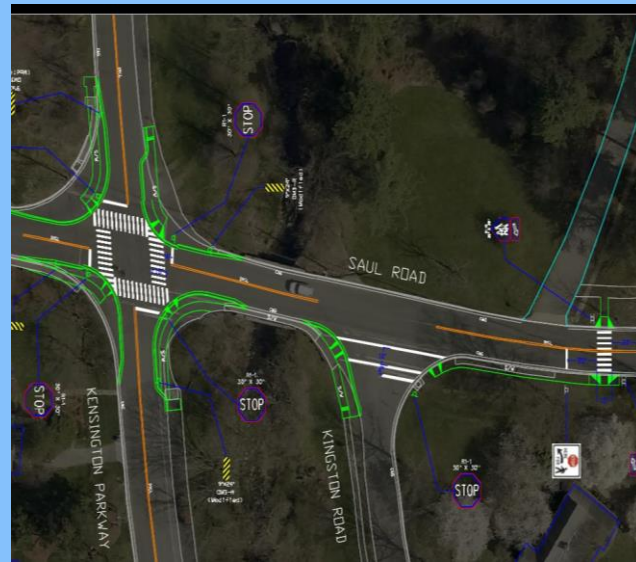


SAFE ROUTES TO SCHOOL WALK AUDITS

Before



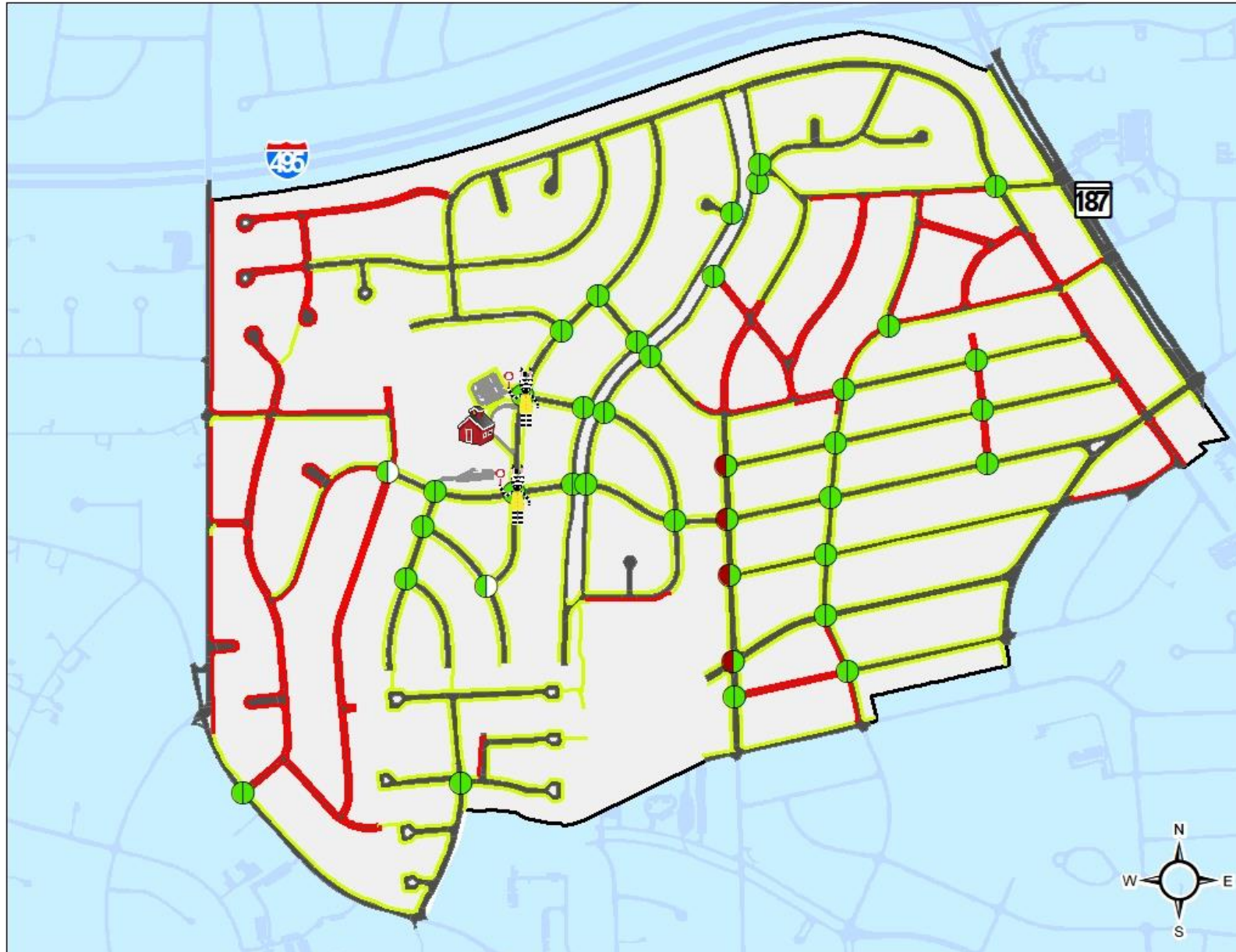
After



Improving walkability in the walkshed:

- Study and build safety improvements for 170 schools
 - Round 1 – School frontage safety improvements (same street) – study and construction complete
 - Round 2 – Walkshed safety improvements
 - Studies or "Audits" 30 / 170 complete
 - Design As needed based on study recommendations
 - Construction (excluding new sidewalk) 10 / 170 complete

UTILIZING ADDITIONAL FY22 FUNDING



The extra funds will result in a sidewalk study, 10 studies, and 3 walkshed buildouts (excluding sidewalks). Full sidewalk buildout for at least one side of the road for all school walksheds could be as high as \$350 million.

- Additional \$100K for sidewalk study
Study of existing sidewalk and sidewalk needs (based on access and safety) for MCPS walksheds in the County.
- Additional \$150K for the operating budget
Phase II assessments.
- Additional \$200K for the CIP
Implementation of capital-related infrastructure resulting from assessments.

SAFE ROUTES EDUCATION PROGRAMMING

BIKE RODEOS & COURSES



EDUCATION



OUTREACH & WALK/BIKE TO SCHOOL EVENTS



AMBASSADOR PROGRAM



Safe Routes to School education and outreach program encourages children to safely and confidently bike and walk to school through bike rodeos, outreach and education events, and engagement opportunities such as the Youth Ambassador Program and Walk/Bike to School Days.

During the COVID-19 pandemic, SRTS hosted virtual events such as [Virtual Safety Week](#) and Walking Wednesdays for pedestrian safety month. SRTS developed a [Walking School Bus toolkit](#) when schools resumed in person learning.

Stay up-to-date with SRTS projects and campaigns with the newsletter:
<https://www.montgomerycountymd.gov/DOT-PedSafety/SRTS/SignUp.html>



SAFETY FOR PEOPLE WITH DISABILITIES



STUDY FOR PEDESTRIAN NAVIGATION FOR VISUALLY IMPAIRED RESIDENTS IN URBAN CENTERS



The County Department of Transportation applied for and received a grant from the Metropolitan Washington Council of Governments to examine traveling in our urban areas and transit accessibility for people with low or no vision. The study examines existing conditions, stakeholder feedback, and leading practices to make recommendations on improving the pedestrian environment.

- Lateral deflection
- Vertical deflection
- "SLOW"
- Rumble strips (have been added since photo)



- 1. On-going discussions with Commissioners and other stakeholders –**
MCDOT continues to update and solicit feedback from the Commission on People with Disabilities regarding projects that are in the planning phase.
- 2. Pilot Navigation and Toolkit Project –** Work is on-going for a pilot project that will make improvements in Downtown Silver Spring along Fenton Street for people with no and low-vision that could be applicable across the region.
- 3. Develop updated ADA guidance based on feedback and lessons learned –** part of facility planning for FY22 budget.
- 4. Upgrade 1.0 Floating Bus Stops –** 4 bus stops on the Spring/Cedar cycle track are planned to be upgraded to incorporate features from newer bus stops.
- 5. Placing floating bus stops near signals to provide full stop for cyclists –** based on feedback, MCDOT is looking wherever possible to place floating bus stops at a signalized intersection to force all traffic to stop for people crossing.



DRAFT VISION ZERO 2030 ACTION PLAN



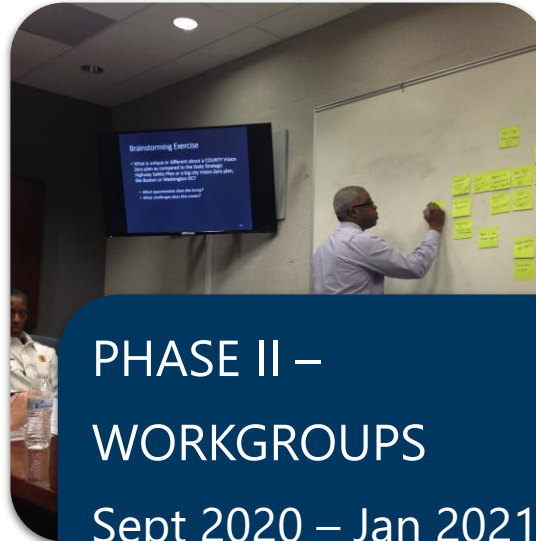
PLAN DEVELOPMENT PHASES AND TIMING



PHASE I – FACT FINDING

June – Oct 2020

- Community survey
- Community letters
- Community meetings
- Targeted outreach
- Updated data analysis and leading practices research
- Deliverable: Background packets for workgroups



PHASE II – WORKGROUPS

Sept 2020 – Jan 2021

- 3 workgroups
- Met 5 times
- Develop objectives, strategies, action items, and performance measures
- Co-chairs supported by contractors to build on progress each meeting
- Deliverable: Working draft of 2030 strategy and 2-year action plan

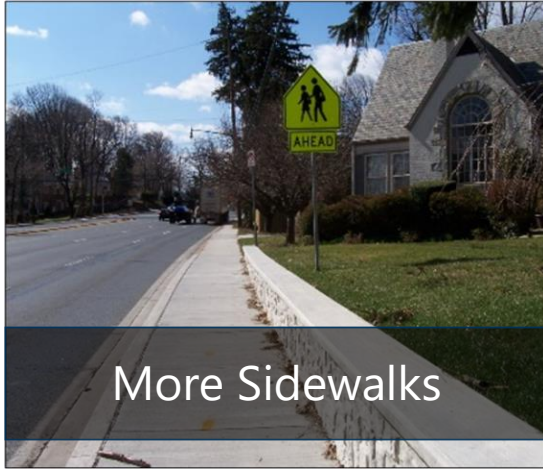


PHASE III – COMMUNITY REVIEW

April – June 2021

- Facilitated reviews
- Community survey
- Iterative drafts
- Deliverable: Final draft of 10-year strategy and 2-year action plan

PRIORITIES HEARD FROM COMMUNITY



More Sidewalks



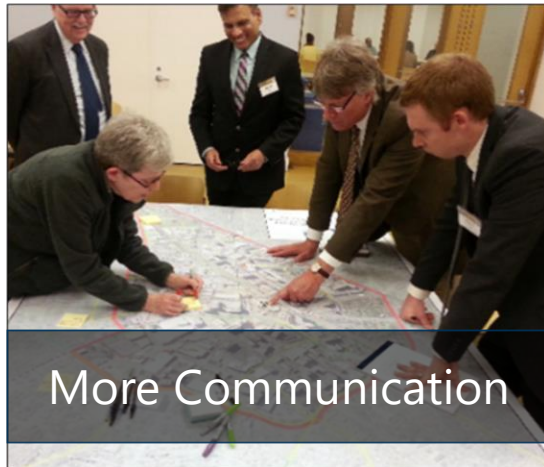
More Bike Lanes



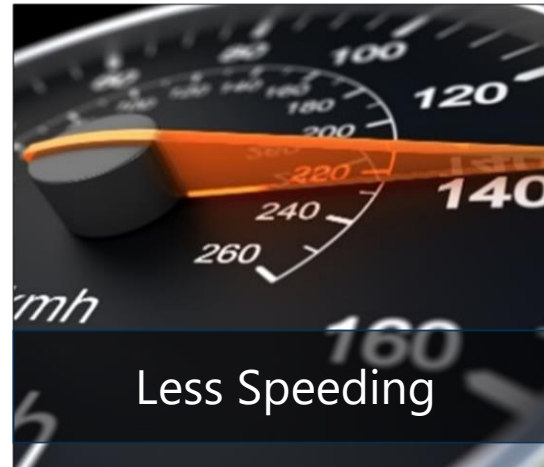
Safer Crossings



Safe Bus Stop Access



More Communication

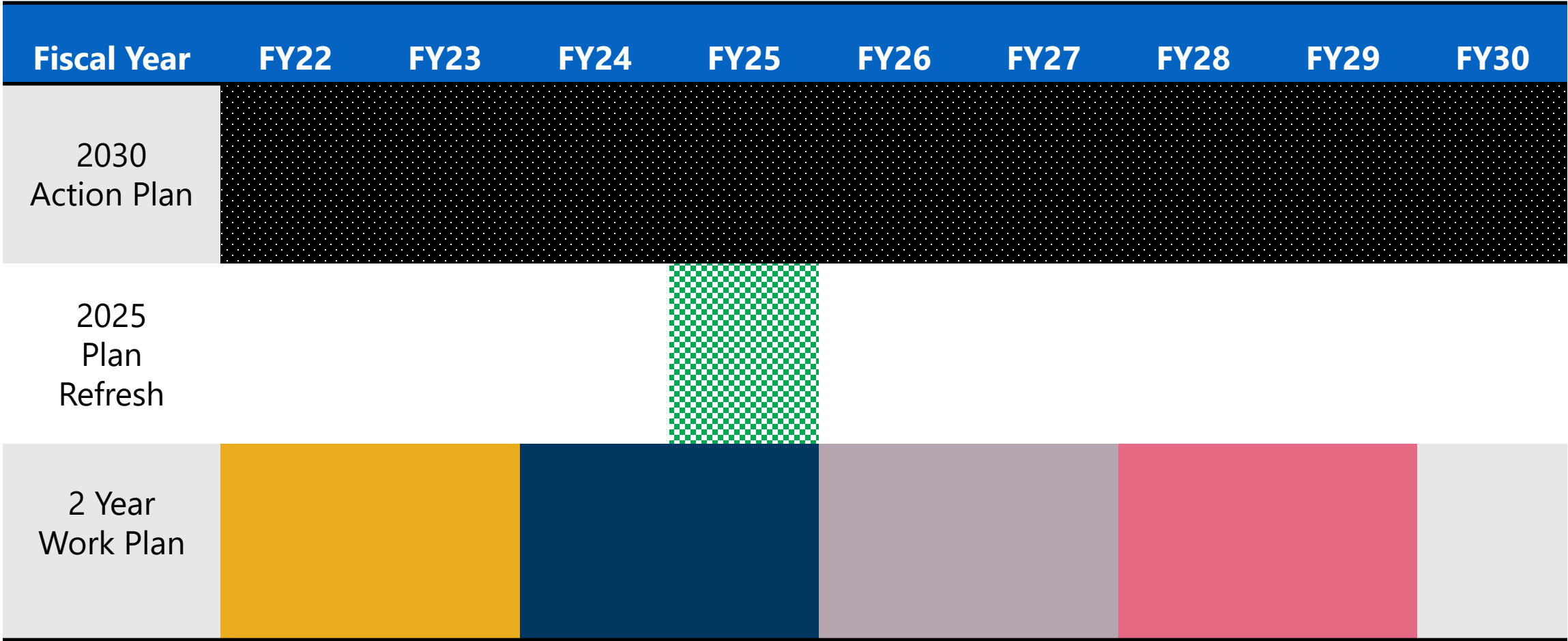


Less Speeding



Stopping for pedestrians

PLAN REFRESH POINTS



The 2030 Plan has built in refresh points, tied to the budget schedule, to keep the plan transparent, accountable, and up-to-date.

2030 PLAN PILLARS AND ACTION AREAS



Complete Streets

- Safe Streets
- Safe Speeds



Multimodal Future

- Safe Transportation
- Safe and Sustainable Communities
- Safe Vehicles



Culture of Safety

- Safe People
- Safe Post-Crash Response and Care



TRAFFIC SAFETY ENFORCEMENT



CENTRALIZED TRAFFIC UNIT



Distracted Driving



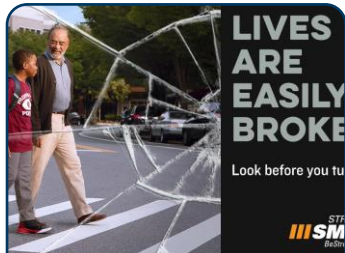
Seatbelt Use



Impairment



Speeding



Pedestrian Safety



Montgomery County Department of Police @mcpnews · Feb 24
Today, motor ofcs focused their traffic enforcement in the Shady Grove Rd corridor. Ofcs stopped 90 vehs for traffic offenses to include speeding, cell phone use, no seatbelt use, & equip violations. 6th District Cmdr, Cpt Mike Ward, explains why this enforcement is important.



15 23 99



Mont Co Vision Zero @VisionZeroMC · Jan 8
Despite in person dining and bars closed, @mcpnews is arresting drunk drivers at about the same pace as last year. In 2019 through week 7, there were 256 arrests by the task force. Always choose a sober ride!

Montgomery County Department of Police @mcpnews · Jan 8
41 people arrested for DUI by task force officers last week. 242 people arrested for DUI by task force officers during past seven weeks. Always choose a sober ride! [www2.montgomerycountymd.gov/mcgportalapps/...](http://www2.montgomerycountymd.gov/mcgportalapps/)



1 8 13

As part of the Police Chief’s department reorganization, more traffic units from the district stations will now fall under the Central Traffic Unit starting in July. This unit will continue to the department’s implementation of a “Focus on the Five” program to provide countywide high visibility enforcement along known high-risk roadways. The new organization structure still provides traffic complaint officers at each district to respond to local complaints.



CRASH STATISTICS



Motor Vehicle Deaths in 2020 Estimated to be Highest in 13 Years, Despite Dramatic Drops in Miles Driven

A 24% spike in roadway death rates is highest in 96 years; NSC calls on President Biden to commit to zero deaths immediately.

March 04, 2021

← NEWS

2020 Fatality Data Show Increased Traffic Fatalities During Pandemic

Risky Driving Behaviors Including Failure to Wear a Seatbelt, Speeding, and Drinking While Driving Identified as Contributing Factors

HEALTH

'Tragic': Driving Was Down In 2020, But Traffic Fatality Rates Surged

March 5, 2021 - 3:30 PM ET



CAMILA DOMONOSKE



June 3, 2021
7:01 PM EDT

United States

U.S. traffic deaths soar to
38,680 in 2020; highest
yearly total since 2007

2 minute read

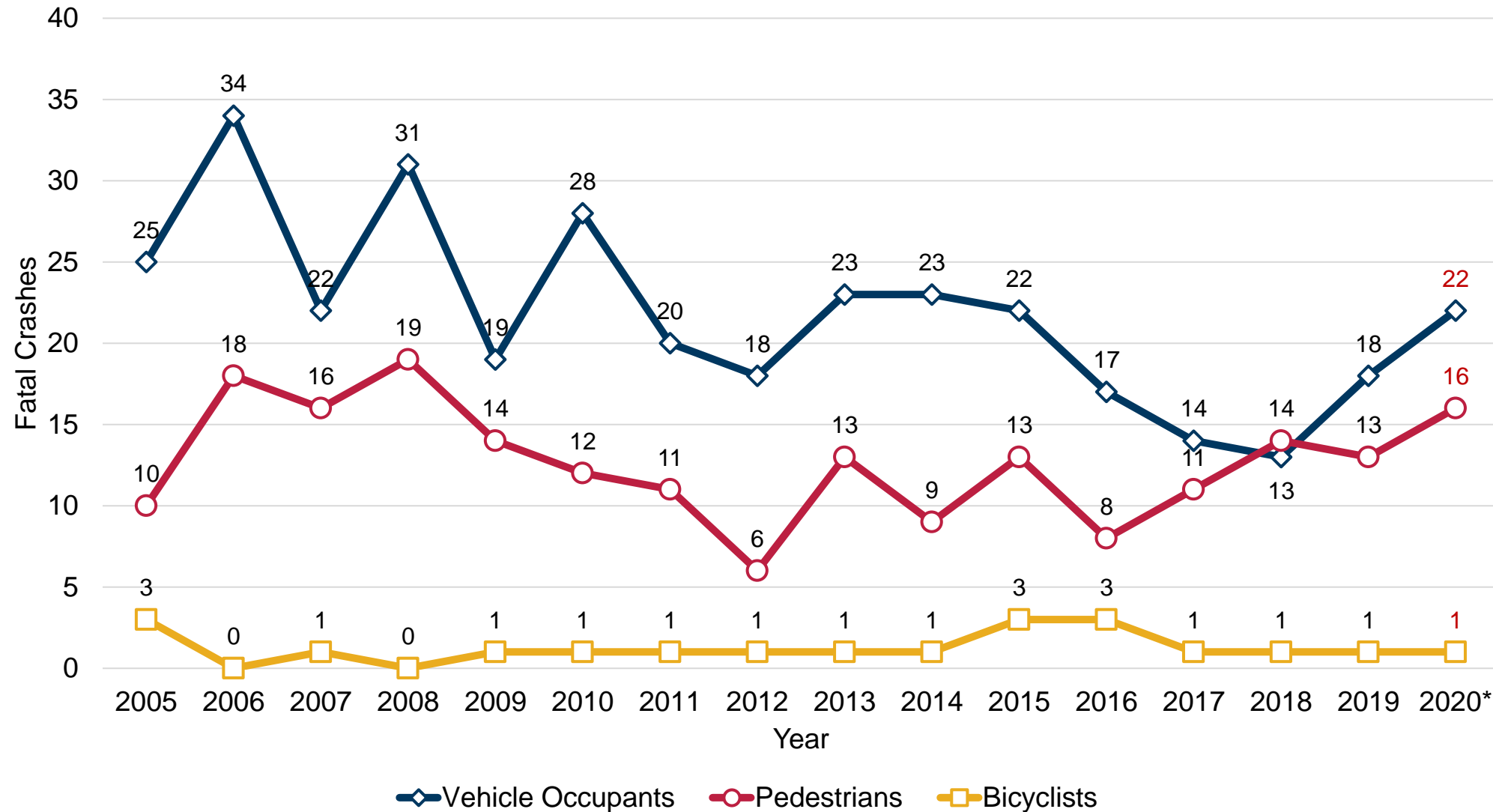
David Shepardson

Killed while walking: Pedestrian death rate surged during pandemic

Neal Augenstein | naugenstein@wtop.com

May 20, 2021, 8:15 AM

FATAL CRASHES BY YEAR



In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

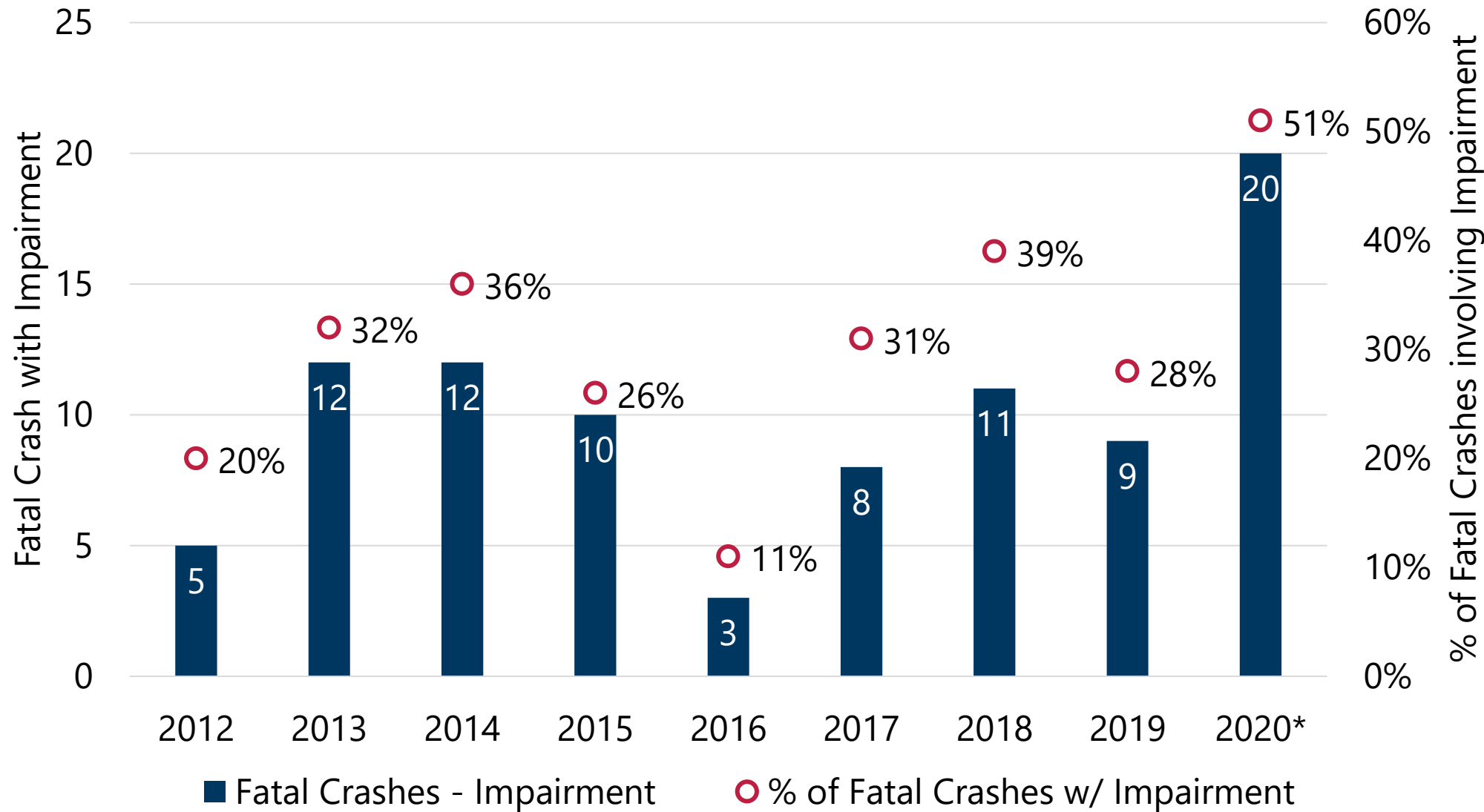
Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the 2010-2015 average.

Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

Source: MCPD Collision Reconstruction Unit

*2020 data are preliminary and subject to change

IMPAIRMENT-RELATED FATAL CRASHES

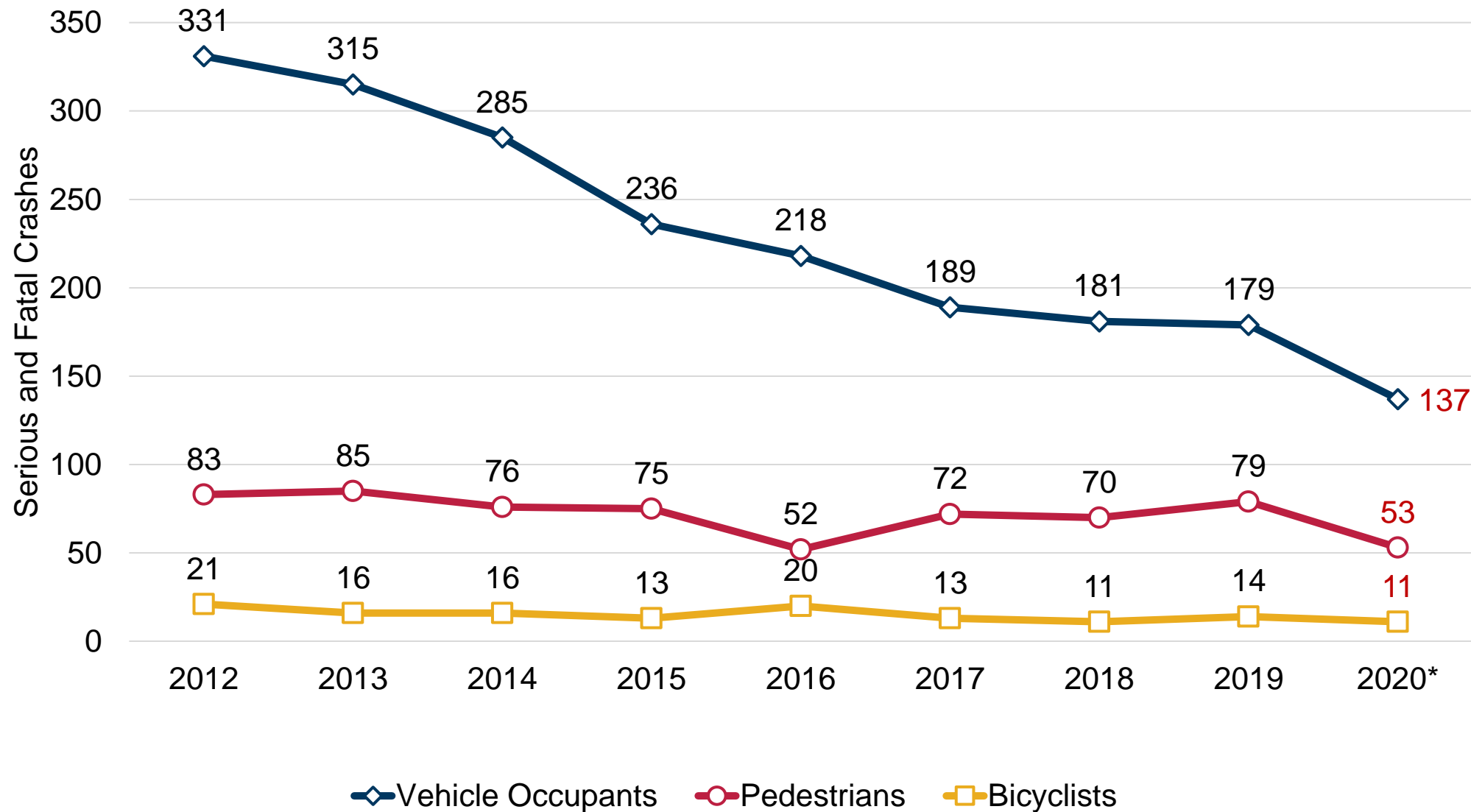


51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC ≥ 0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where [balance and muscle control is significantly deteriorated and blackouts can occur](#).

Source: MCPD Collision Reconstruction Unit.

*2020 data are preliminary and subject to change.

SERIOUS AND FATAL CRASHES BY YEAR



The number of serious and fatal crashes declined 26% compared to 2019. The largest decline was for people on foot with a 33% decline followed by people in motor vehicles at 23%. The number of people on bikes seriously injured or killed was largely unchanged.

Source: MCPD. To compare to pre-2015 data, only reports from MCPD, RCPD, GCPD and Park Police are included in the chart.
*2020 data are preliminary and subject to change.

THANK YOU

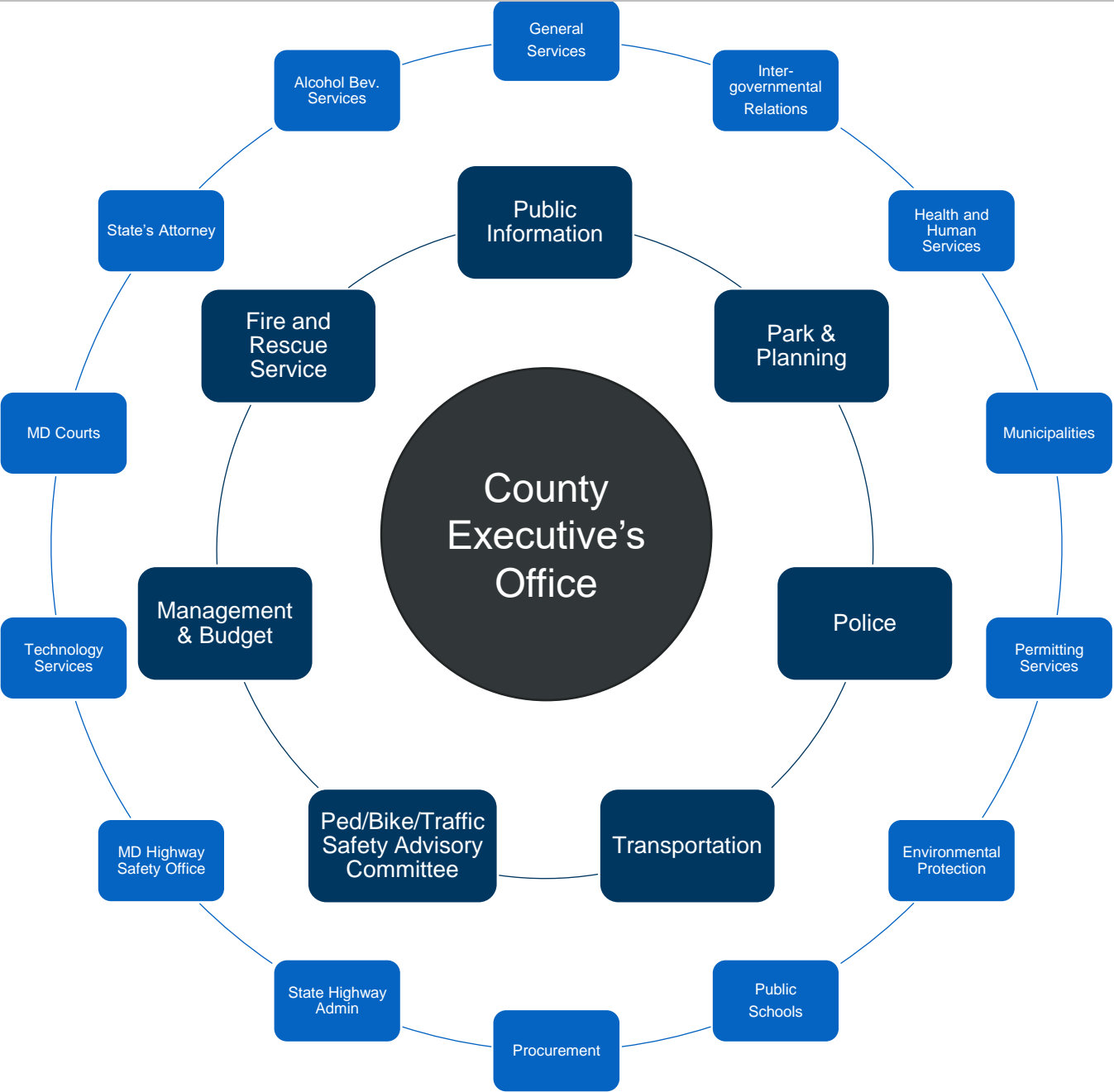


Group photo of County employees involved in designing and building the 2nd/Spring protected intersection.



APPENDIX: ADDITIONAL UPDATES





To reach our Vision Zero goals, there are numerous municipal, county, and state agencies involved. The core group that receives the most funding and critical to Vision Zero's success are shown in the dark blue inner circle. The outer light blue circle highlights the many partner departments and agencies that have a role in creating safe streets for all roadway users. All of these groups are brought together by the County Executive's Office through the Assistant Chief Administrative Officer and Vision Zero Coordinator overseeing the initiative.



ROAD SAFETY PROJECTS



INSTALLED SIGNALS AND BEACONS

35 new signals and beacons installed since the start of Vision Zero Initiative.

Activated since January 2020:

Traffic Signals:

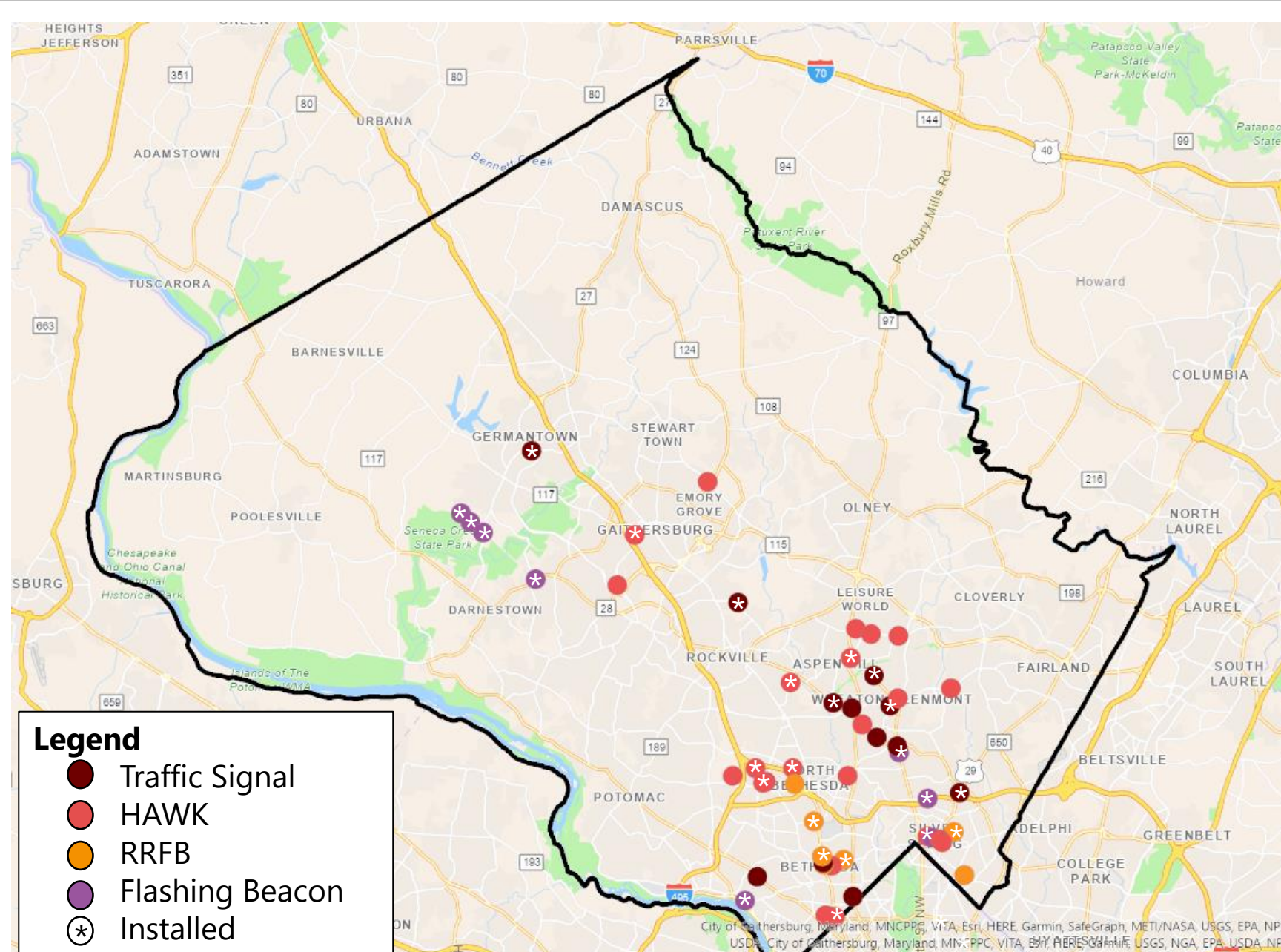
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Pedestrian Beacons:

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- Dale Drive & Dartmouth Ave
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- Georgia Ave & Veirs Mill Rd
- Wisconsin Ave & Avondale St



UPCOMING SIGNALS AND BEACONS

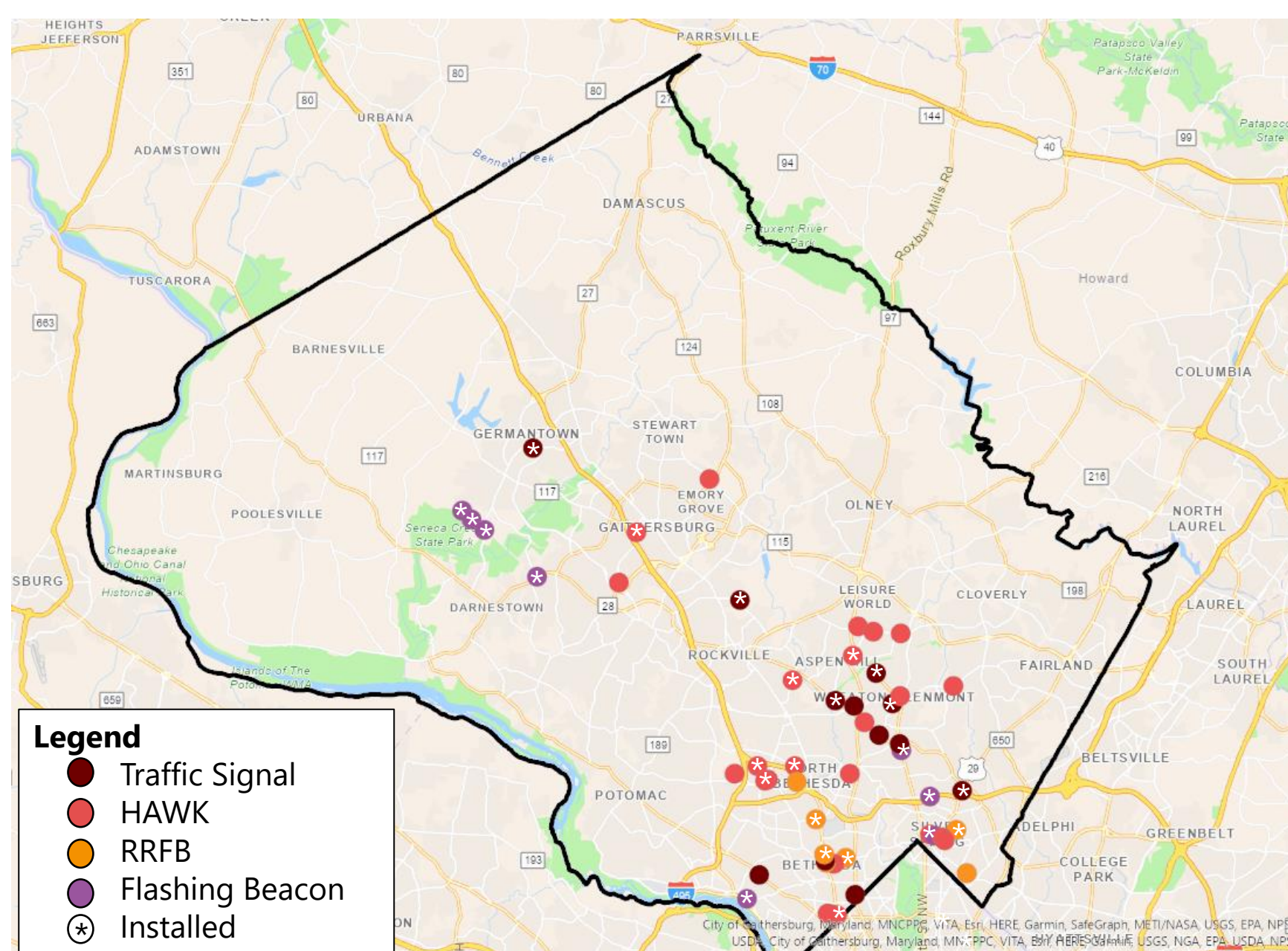
23 (and counting) signals and beacons scheduled to be installed, including:

Traffic Signals:

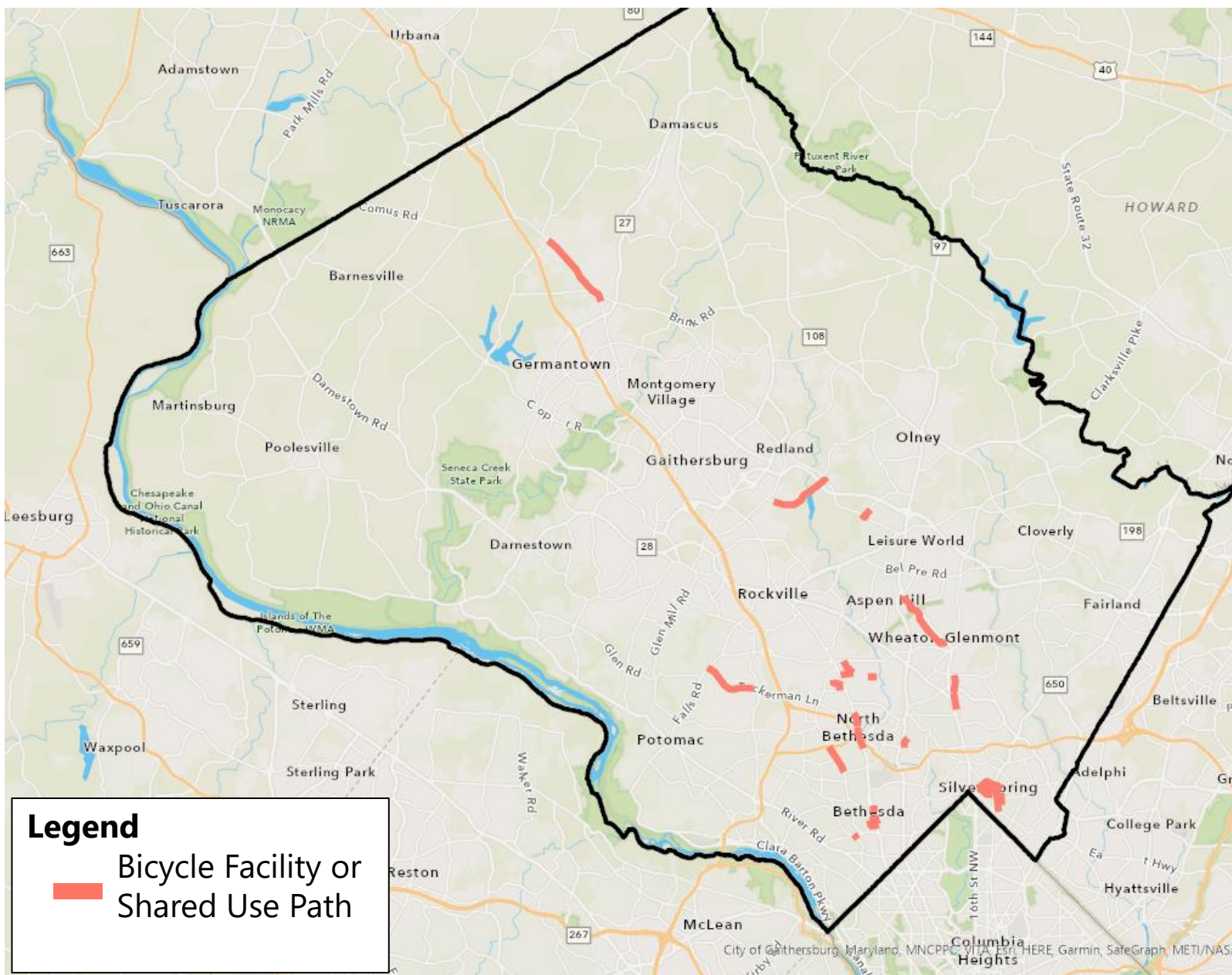
- Georgia Ave & Price Ave
- River Rd & Braeburn Pkwy
- Veirs Mill Rd & Norris Dr
- Randolph Rd & Bushey Dr
- Wisconsin Ave & Middleton Ln

PHB/HAWK Beacons:

- Bel Pre Road (3 beacons)
- Veirs Mill Rd & Andrew St
- Layhill Rd & Greenery Ln
- Fenton St & Roeder Rd
- Fenton St & Business Entrance
- Randolph Rd & Randolph Village Apts.



BIKE AND SHARED USE PATH PROJECTS



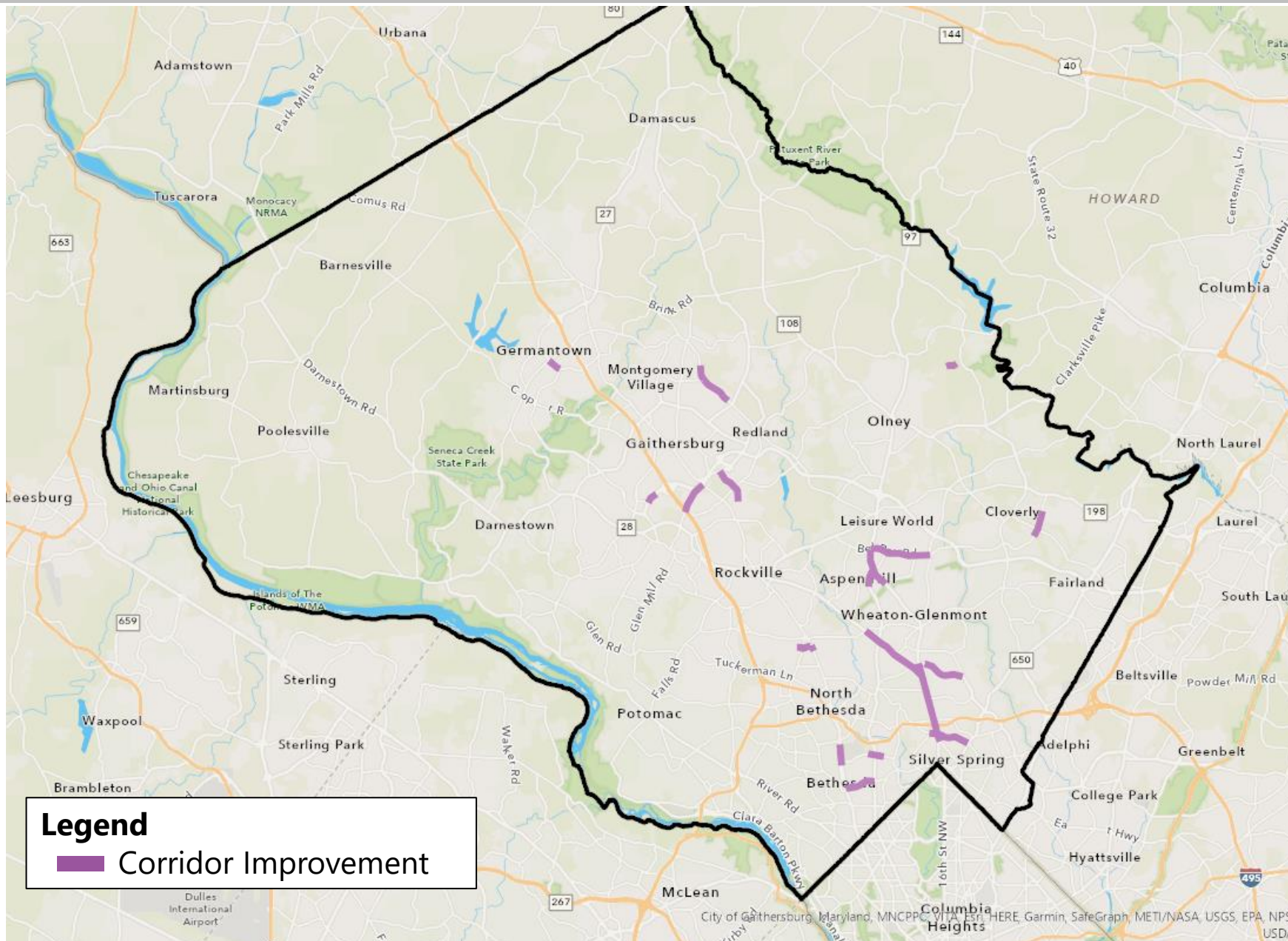
Under construction or starting by fall:

- Capital Crescent Surface Trail
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- Frederick Rd Shared Use Path
- Marinelli Rd Separated Bike Lanes
- Montgomery Ave/Ln Separated Bike Lanes
- Cameron St to Planning Pl Separated Bike Lanes
- Kensington Pkwy Shoulder Improvements
- Grove St Neighborhood Greenway

Under design:

- Metropolitan Branch Trail
- Good Hope Road Shared Use Path
- Aspen Hill Neighborhood Greenway
- Fenton St Separated Bike Lanes
- Amherst Ave Separated Bike Lane
- Dale Dr Shared Use Path
- Tuckerman Ln Sidewalk and Bikeways

CORRIDOR SAFETY PROJECTS



Scheduled for design and/or construction: HIN Corridors:

- Crabbs Branch Way (design)
- Bel Pre Rd (HAWK construction)
- Middlebrook Rd (road diet)
- White Flint West Workaround for Old Georgetown Rd & Rockville Pike (construction)

Signal Timing Modifications:

- Shady Grove Rd (Briardale, Tupelo/Epsilon, Mill Run) including reducing left turn conflicts by eliminating permissive left turns

Bus Stop Improvements:

- Randolph Rd (construction)
- Wheaton Triangle (study)

Trail Crossings:

- 15 additional upgrades (design and construction)

2020 CORRIDOR SAFETY PROJECTS

Lockwood Drive – West of New Hampshire Ave
Curb Bumpout, Signage, and Crosswalk



Crystal Rock Dr & Wisteria Dr
New Traffic Signal



Democracy Blvd near Walter Johnson HS
Two Pedestrian Hybrid Beacons



Middlebrook Rd
Road Diet + Cycletrack



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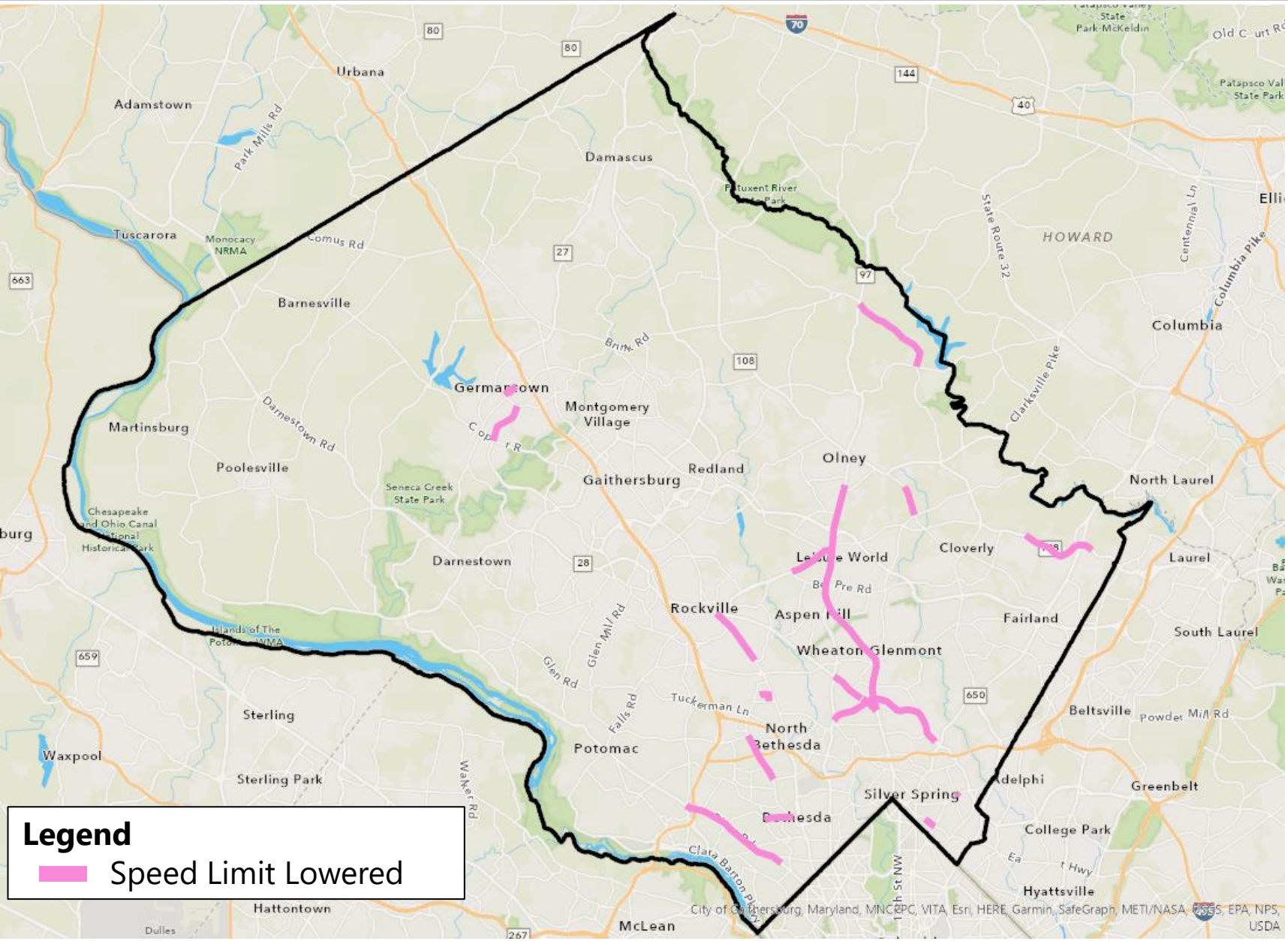
Bus Stop Improvements:

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Parks' Trail Crossings:

- 15 additional upgrades (design and construction)

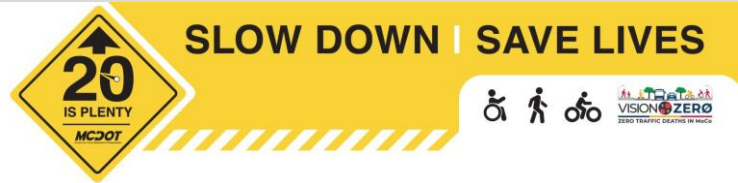
SAFER POSTED SPEED LIMITS



The State Highway Administration and MCDOT have implemented lower posted speed limits across the county to set speed limits that are more in line with the surrounding community context.

Major arterials such as Georgia Ave, University Blvd, Veirs Mill Rd, River Rd, Norbeck Rd, and Great Seneca Hwy have speed limits lowered along high crash risk zones.

In June 2021, MCDOT launched the “20 is Plenty” campaign for 5 urban roads in Germantown, North Bethesda, and Long Branch. The pilot program includes before and after studies to measure effectiveness of the change in posted speed limits.



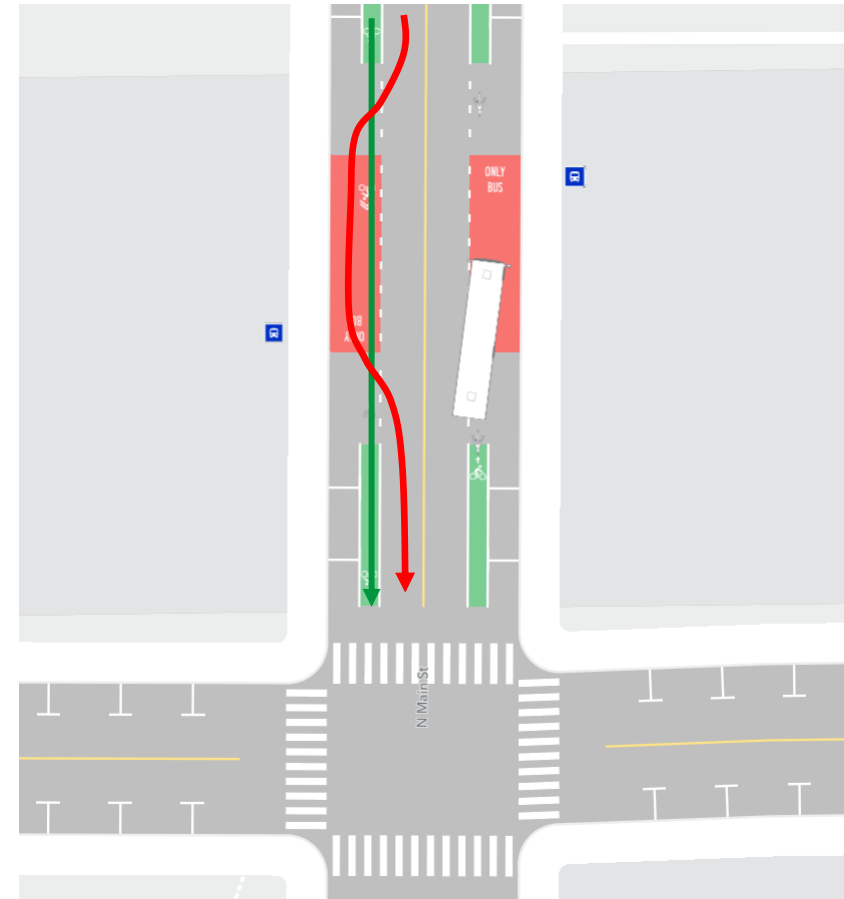


SAFETY AT FLOATING BUS STOPS



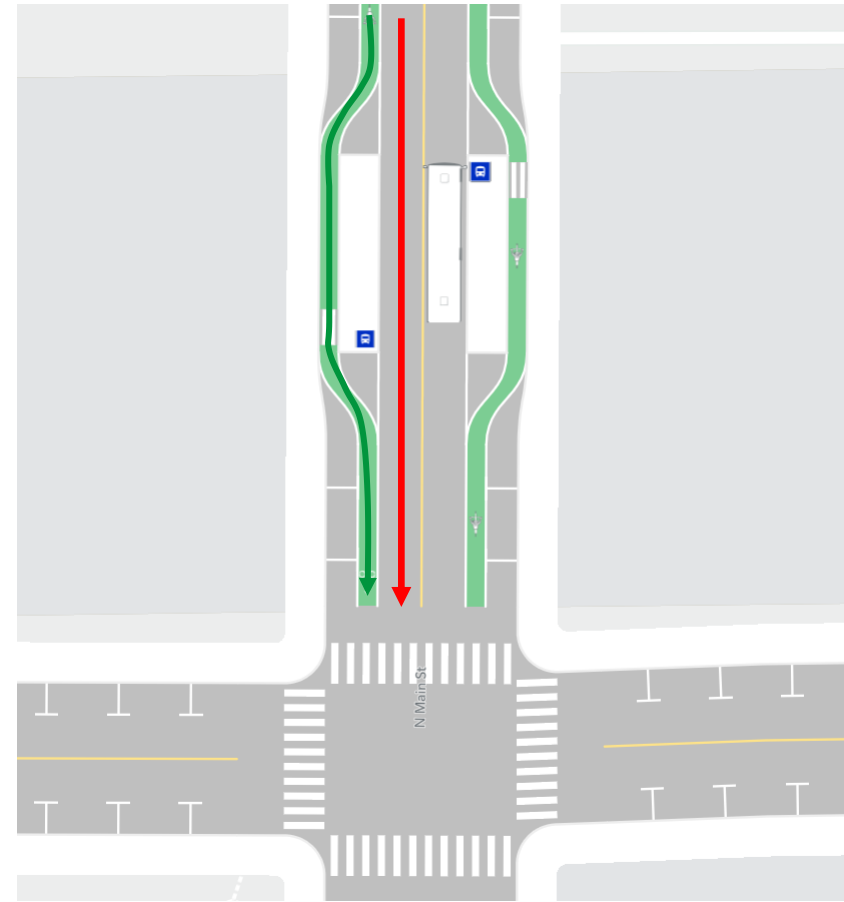
WHY BUILD FLOATING BUS STOPS?

- On a traditional roadway, bike lanes are placed to the right of the travel lanes. This means at bus stops, buses have to enter the bike lane to pick up and discharge passengers.
- Traditional designs make the interactions between cyclists and bus operators dangerous, inconvenient, and uncomfortable.
- At traditional bus stops, drivers and delivery trucks frequently use the gap in parking to park, load, or stand in the bus pull-out area making the bus unable to access the curb. Floating bus stops take care of this problem.



WHY BUILD FLOATING BUS STOPS?

- A floating bus stop allows the bike lane to pass behind the bus boarding area, removing the danger of collision between the bus and the cyclist.
- This introduces a crossing conflict between transit patrons and cyclists.
- While considered a bike project, the bus stops and bike lanes promote pedestrian safety by reducing crossing distances, slowing down cars and bikes, and improving visibility.



Through conversations and workshops with people with disabilities, here are the main concerns we have heard:

- 1. Limited input on projects** – felt that they only became aware of these projects once they were built. It can be difficult for people with disabilities to participate in public processes.
- 2. Difficult wayfinding to floating bus stops** – having the bus shelter on the island makes it difficult for people with low and no vision to know when they are at the stop and how to navigate to the shelter.
- 3. Unable to hear oncoming cyclists** – people with low and no vision were concerned they could not hear an oncoming bicyclist like they can a car to know if it is safe to cross.
- 4. Loss of curbside access** – people using ramps from vehicles, such as Metro Access users, cannot reach the sidewalk across the bike lane.

- Bus door detectable surface
- Ramp area
- Railings



- Flip-out ramp allows wheelchair users to go directly to the sidewalk with no turns



- Lighting
- Crosswalks
- Detectable surfaces
- 2" curb reveal
- Guidance surface
- Orientation flexpost



- Sharks' teeth
- Green conflict zone
- Center posts
- Signage



- Lateral deflection
- Vertical deflection
- "SLOW"
- Rumble strips (have been added since photo)



- 1. On-going discussions with Commissioners and other stakeholders** – MCDOT continues to update and solicit feedback from the Commission on People with Disabilities regarding projects that are in the planning phase.
- 2. Pilot Navigation and Toolkit Project** – Work is on-going for a pilot project that will make improvements in Downtown Silver Spring for people with no and low-vision that could be applicable across the region.
- 3. Develop updated ADA guidance based on feedback and lessons learned** – part of facility planning for FY22 budget.
- 4. Upgrade 1.0 Floating Bus Stops** – 4 bus stops on the Spring/Cedar cycle track are planned to be upgraded to incorporate features from newer bus stops.
- 5. Placing floating bus stops near signals to provide full stop for cyclists** – based on feedback, MCDOT is looking wherever possible to place floating bus stops at a signalized intersection to force all traffic to stop for people crossing.

- 1. Montgomery Lane and East Lane** – will have red signal for cars and bicyclists.
- 2. Marinelli Rd @ White Flint Metro Station**
- 3. Fenton St and Gist Ave** – exploring options to include pedestrian hybrid beacon.
- 4. Fenton St project** – 5 additional floating bus stops.
The bus stops will all have red signals for cyclists governing the crossing to and from the bus stop.

Other potential treatments have been assessed, and the floating bus stops are the safest options on these projects to accommodate all travel modes.



DRAFT VISION ZERO 2030 ACTION PLAN



Budget Program / Project



Pedestrian Safety Program (P500333)

Category	Transportation	Date Last Modified	01/07/21
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	11,378	8,578	-	2,800	350	400	350	500	400	800	-
Site Improvements and Utilities	9,745	7,695	-	2,050	200	300	250	400	300	600	-
Construction	20,385	1,152	1,033	18,200	2,200	2,800	2,900	2,700	2,400	5,200	-
Other	2,454	2,454	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	43,962	19,879	1,033	23,050	2,750	3,500	3,500	3,600	3,100	6,600	-

Vision Zero Action Plan

S-1: High Injury Network Projects: Implement safety countermeasures on identified high-risk road segments and intersections. The County must coordinate with the State for state-maintained portions of the network.

Lead: Transportation, State Highway Admin.

Contributor: N/A

CRF: 3^{21,22}

ACC: 3

RESJ: 3

INVEST: 2

Priority: ☒

Why Do This? Vision Zero requires a proactive approach in order to place resources in areas with the highest return on safety and more equitable distribution compared to request-driven programming. Road safety audits can reduce crashes upwards of 60%.

FY22 Work Plan:

Studies: Aspen Hill (Georgia Ave from Hewitt Avenue to Bel Pre Road and Connecticut Avenue from Georgia Ave to Independence Street), 2 additional High Injury Network corridors.

Design: Randolph Rd from Collie Drive to Hunters Lane, New Hampshire Avenue from the Capital Beltway to Piney Branch Road.

Begin construction: Shady Grove Rd from I-270 to Frederick Road (signal modifications), Crabbs Branch Way from Shady Grove Road to Indianola Drive, Sam Eig Highway from end of I-370 to Diamondback Drive, and Bel Pre Road from Georgia Avenue to Layhill Road (beacons).

FY23 Work Plan:

Studies: 3 High Injury Network corridors.

Design: 2 High Injury Network corridors.

Begin construction: Randolph Rd HIN.

Budget Sources: P500333 - Pedestrian Safety, P507017 – Intersection and Spot Improvements

Grant opportunities – MWCOG Regional Safety Program (study and design only), MDOT SHA Highway Safety Improvement Program

Each action item lists the current or potential budget programs that will fund work. Some also list potential outside (grant) funding opportunities.

2030 PLAN PILLARS AND ACTION AREAS



Complete Streets

- Safe Streets
- Safe Speeds



Multimodal Future

- Safe Transportation
- Safe and Sustainable Communities
- Safe Vehicles



Culture of Safety

- Safe People
- Safe Post-Crash Response and Care

- Examining speed limits during all safety projects.
- Continued focus on projects in known high crash risk areas (corridors and intersections).
- Reviewing signal phasing and timing policies. Updating and developing costs in FY22.
- More bikeways and sidewalks.
- Safer walking and biking to school.
- Examining request-driven programs and finding opportunities to be more proactive and equity focused.

- Prioritizing pedestrian and bike connections for Purple Line and future BRT.
- Continued focus on providing safe access to bus stops.
- Updating standards for accommodations during construction.
- Building Vision Zero into master plans.
- Preparing for connected, autonomous vehicles.

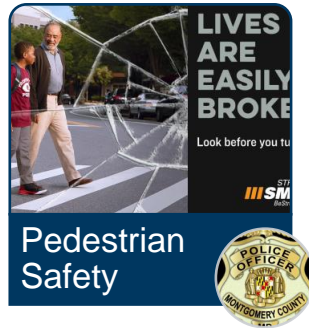
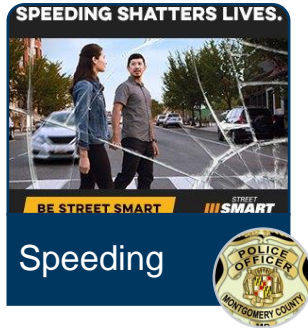
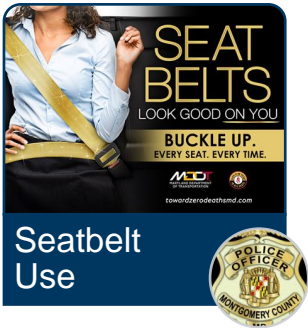
- Improving two-way communication with communities most impacted by serious crashes. Expanding community ambassador programs.
- Developing a public health centered plan to end impaired driving deaths.
- Expansion of automated traffic enforcement.
- Continued rollout of “Focus on the Five” for officer lead enforcement. Centralizing traffic squads.
- Prompt and comprehensive emergency medical services.



TRAFFIC SAFETY ENFORCEMENT



CENTRALIZED TRAFFIC UNIT



Montgomery County Department of Police @mcpnews · Feb 24
Today, motor ofcs focused their traffic enforcement in the Shady Grove Rd corridor. Ofcs stopped 90 vehs for traffic offenses to include speeding, cell phone use, no seatbelt use, & equip violations. 6th District Cmdr, Cpt Mike Ward, explains why this enforcement is important.



15 23 99



Mont Co Vision Zero @VisionZeroMC · Jan 8
Despite in person dining and bars closed, @mcpnews is arresting drunk drivers at about the same pace as last year. In 2019 through week 7, there were 256 arrests by the task force. Always choose a sober ride!

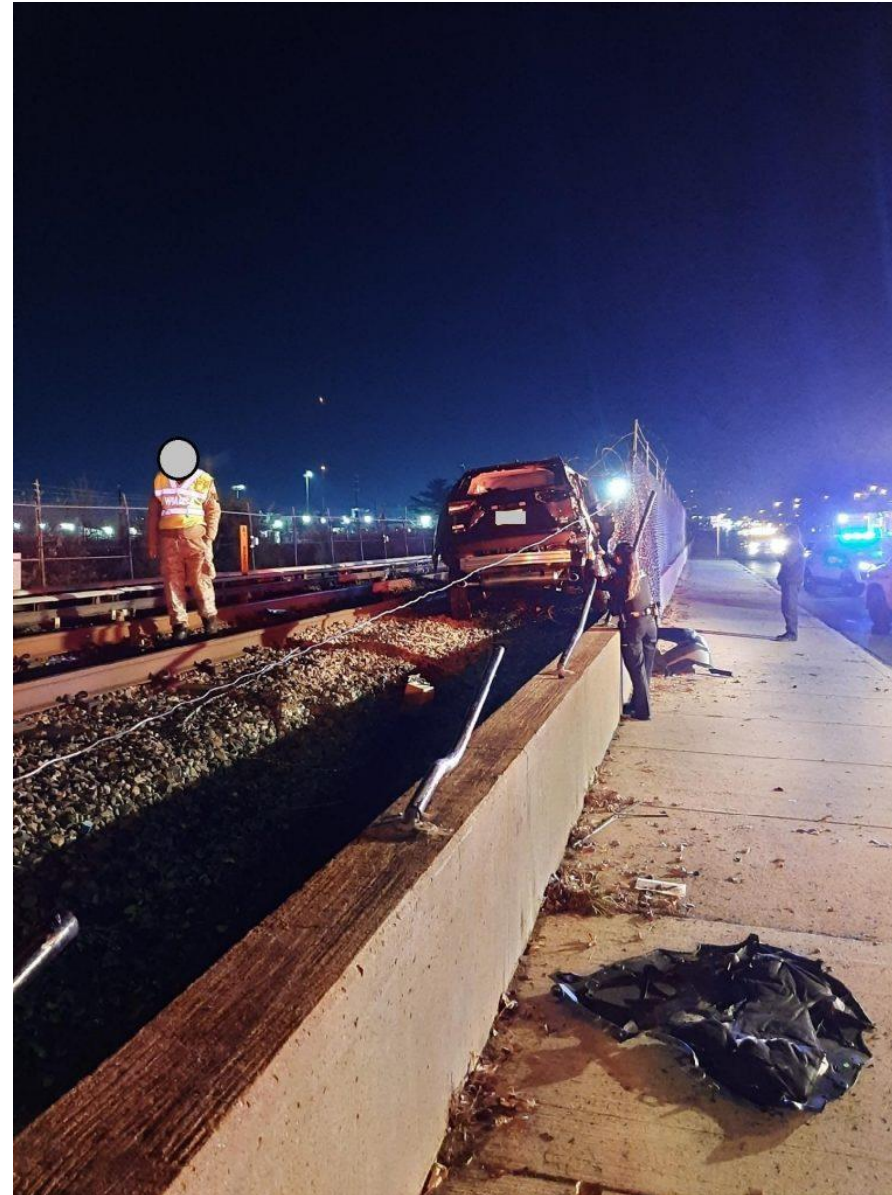
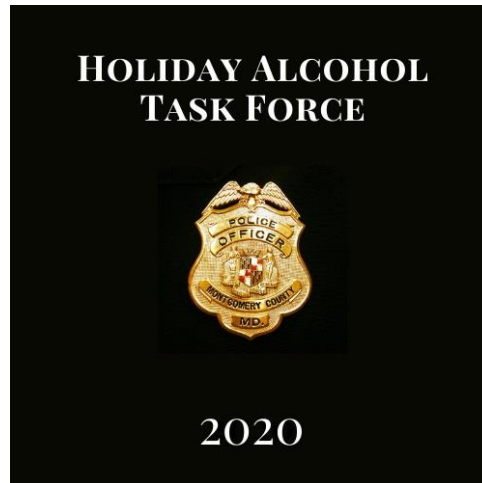
Montgomery County Department of Police @mcpnews · Jan 8
41 people arrested for DUI by task force officers last week. 242 people arrested for DUI by task force officers during past seven weeks. Always choose a sober ride! www2.montgomerycountymd.gov/mcgportalapps/...



1 8 13

As part of the Police Chief’s department reorganization, more traffic units from the district stations will now fall under the Central Traffic Unit starting in July. This unit will continue to the department’s implementation of a “Focus on the Five” program to provide countywide high visibility enforcement along known high-risk roadways. The new organization structure still provides traffic complaint officers at each district to respond to local complaints.

HOLIDAY ALCOHOL TASK FORCE



During the COVID-19 pandemic, there has been an uptick in speeding, impaired, and unbelted crashes. There have also been complaints about vehicle noise and street racing. MCPD along with MSP, MDTA Police, municipal police, have held joint efforts across the county to address the safety problems.

The Holiday Task Force had 262 arrests for driving under the influence of alcohol and drugs. During the period of the task force, which began Nov. 18 and was composed of specially assigned Montgomery County Police, along with respective City and State police agency partners. **There were no DUI-related driver fatal collisions in the County during the task force's campaign.**



CRASH STATISTICS



Motor Vehicle Deaths in 2020 Estimated to be Highest in 13 Years, Despite Dramatic Drops in Miles Driven

A 24% spike in roadway death rates is highest in 96 years; NSC calls on President Biden to commit to zero deaths immediately.

March 04, 2021

← NEWS

2020 Fatality Data Show Increased Traffic Fatalities During Pandemic

Risky Driving Behaviors Including Failure to Wear a Seatbelt, Speeding, and Drinking While Driving Identified as Contributing Factors

HEALTH

'Tragic': Driving Was Down In 2020, But Traffic Fatality Rates Surged

March 5, 2021 · 3:30 PM ET



CAMILA DOMONOSKE



June 3, 2021
7:01 PM EDT

United States

U.S. traffic deaths soar to
38,680 in 2020; highest
yearly total since 2007

2 minute read

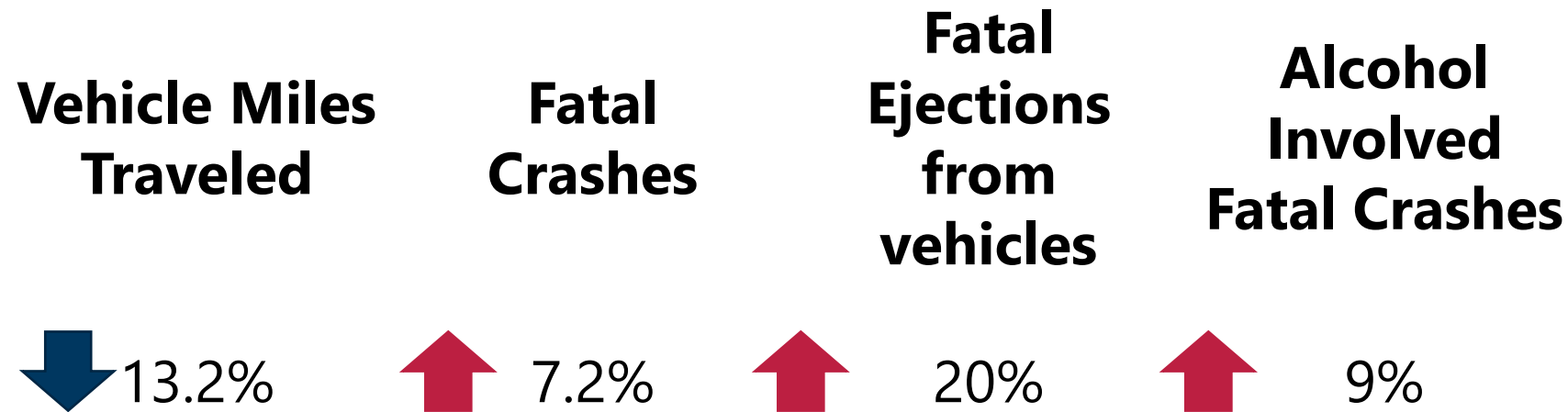
David Shepardson

Killed while walking: Pedestrian death rate surged during pandemic

Neal Augenstein | naugenstein@wtop.com

May 20, 2021, 8:15 AM

In the U.S., comparing 2019 to 2020...

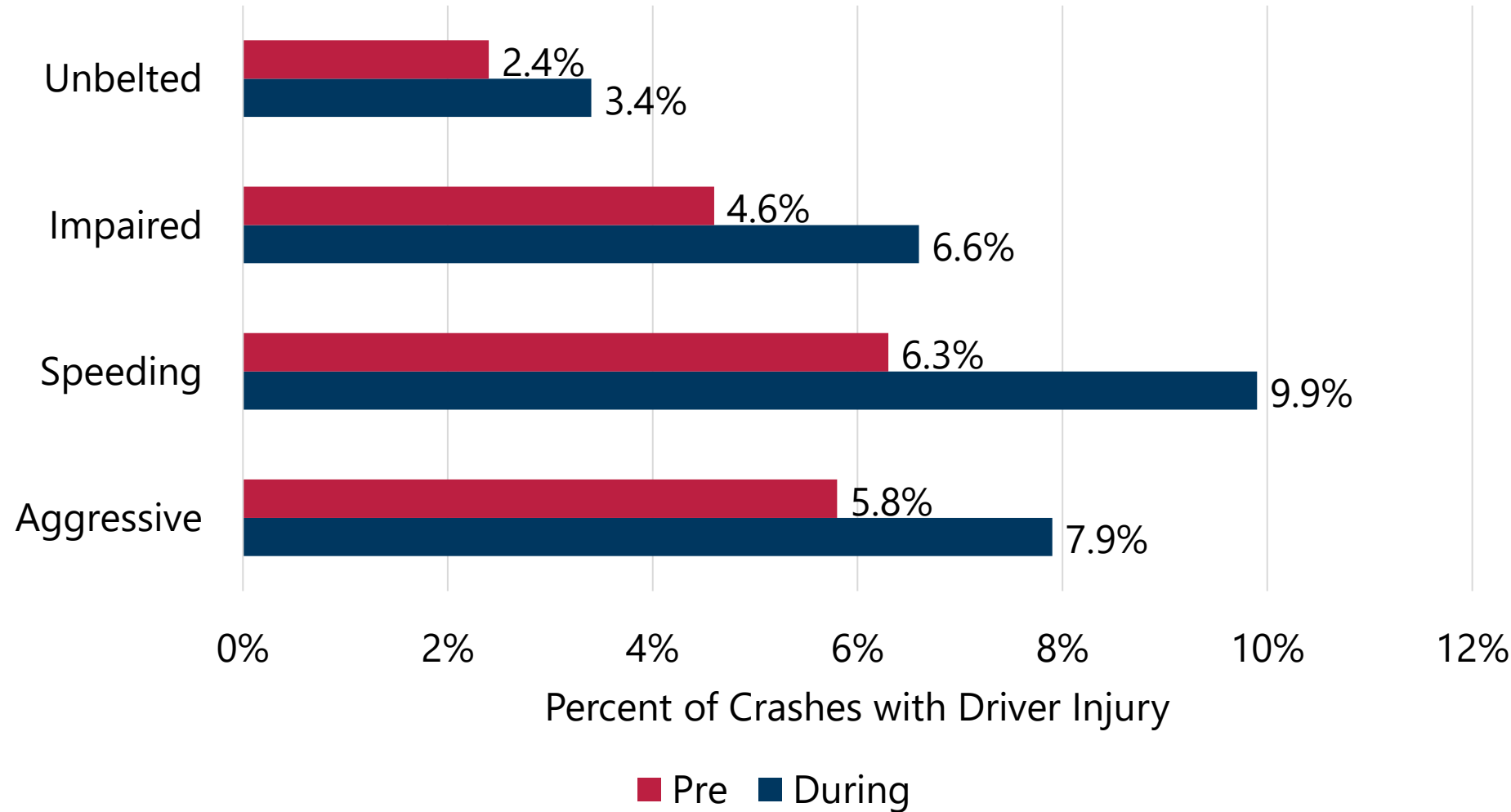


“Preliminary data tells us that during the national health emergency, fewer Americans drove but those who did took more risks and had more fatal crashes.

- One recent report showed a median 22% increase in speeds in select metropolitan areas.
- Sixty-five percent of drivers in trauma centers after a serious crash tested positive for drugs or alcohol.
- In April [2020], double the average number of people were thrown from vehicles during crashes, indicating no seat belts.”

[-NHTSA Open Letter to the Driving Public](#)

DRIVER BEHAVIOR FOR INJURY CRASHES

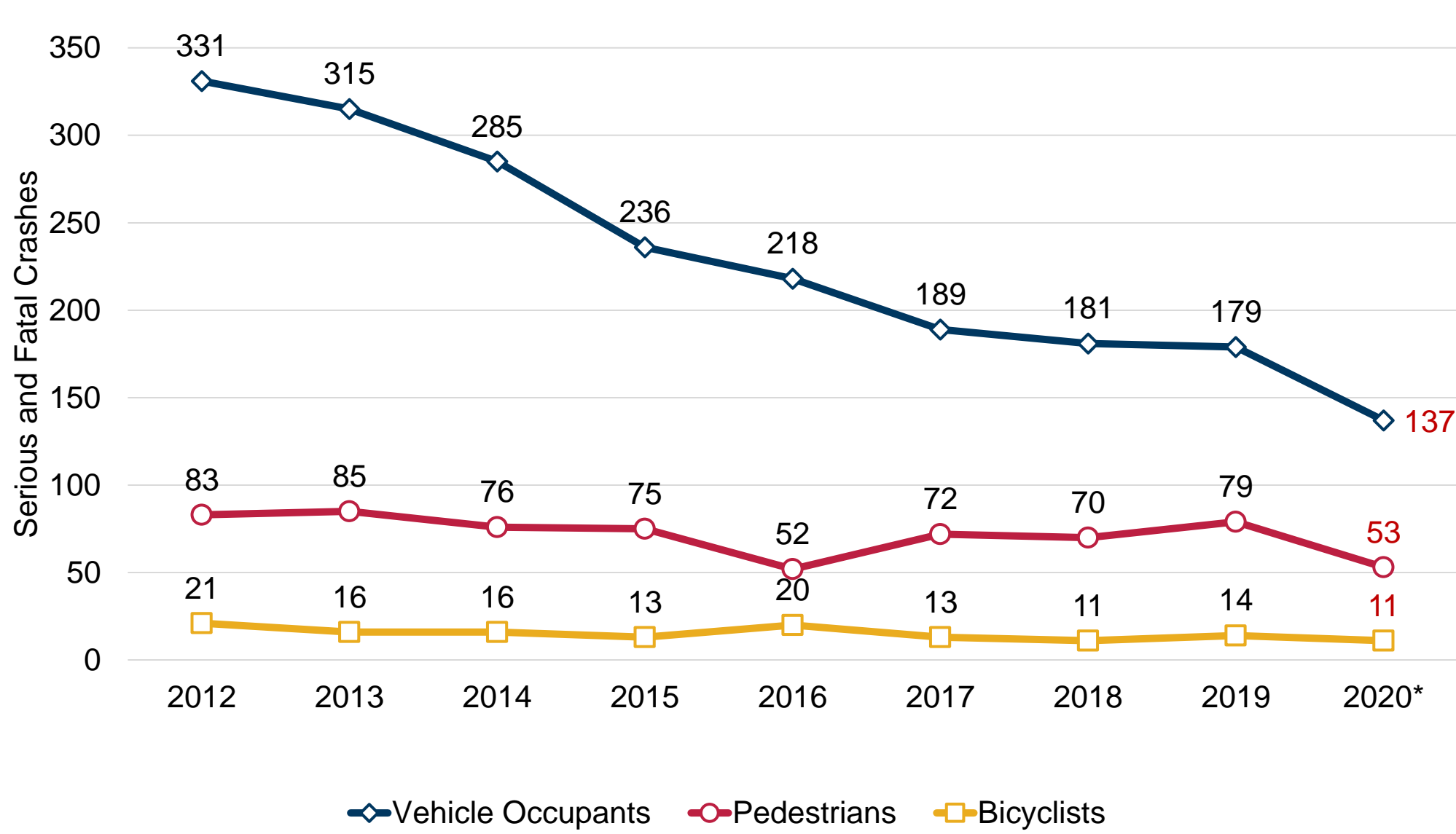


For drivers injured or killed in traffic crashes since the pandemic started in March 2020, there were increases in the proportion of crashes where the driver was unbelted, impaired, speeding, and driving aggressively. The increase in risky behavior was noticed across the US.

NOTES:

- Pre-pandemic = 1/1/2016 – 3/14/2020. During pandemic = 3/15/2020 – 3/15/2021.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.

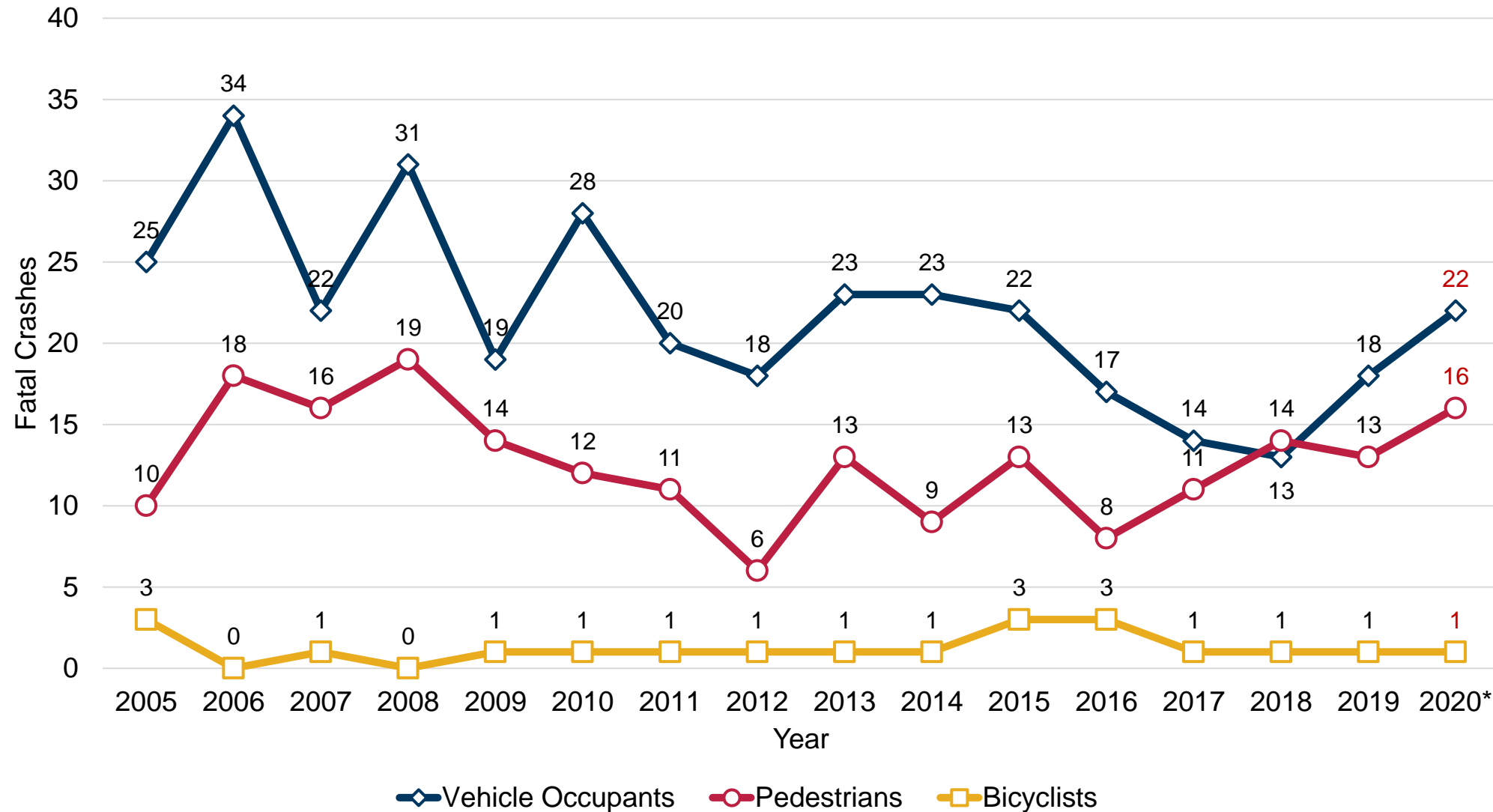
SERIOUS AND FATAL CRASHES BY YEAR



The number of serious and fatal crashes declined 26% compared to 2019. The largest decline was for people on foot with a 33% decline followed by people in motor vehicles at 23%. The number of people on bikes seriously injured or killed was largely unchanged.

Source: MCPD. To compare to pre-2015 data, only reports from MCPD, RCPD, GCPD and Park Police are included in the chart.
*2020 data are preliminary and subject to change.

FATAL CRASHES BY YEAR



In 2020, there were **39 fatal crashes with 41 fatalities**. This is the highest total since 41 fatal crashes in 2010.

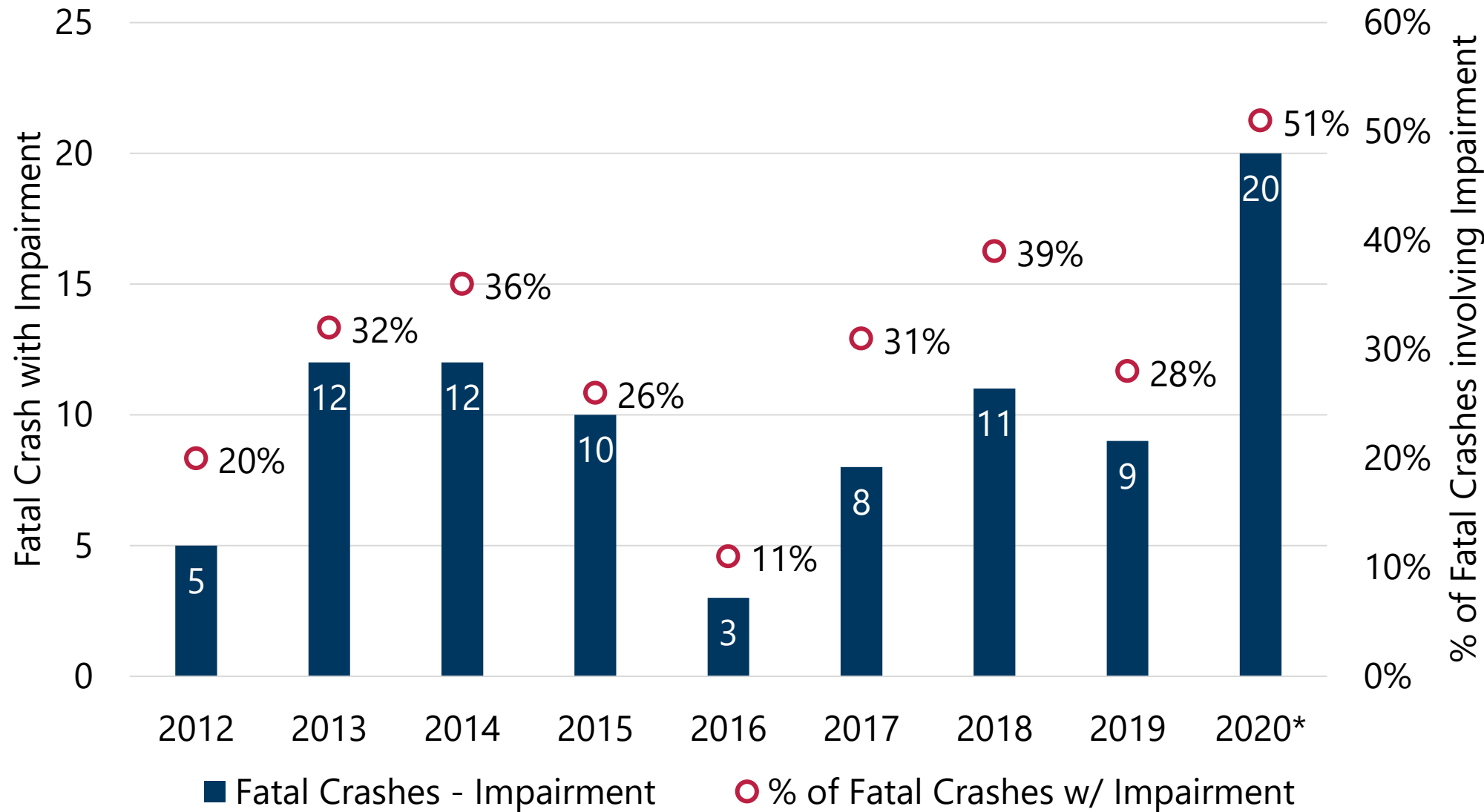
Vehicle occupant (drivers, passengers, and motorcyclists) fatalities reached a low in 2018 with 13 fatal crashes, but in 2020 returned closer to the 2010-2015 average.

Pedestrian fatalities have been on the rise since 2016. Nationwide, pedestrian fatalities increased by 51% from 2009 to 2019.

Source: MCPD Collision Reconstruction Unit

*2020 data are preliminary and subject to change

IMPAIRMENT-RELATED FATAL CRASHES



51% of fatal crashes in 2020 involved at least one party in the crash being impaired (BAC ≥ 0.08). This was well above the 2016-2019 average of 30%. Of concern were BACs exceeding 0.20, which is a level of intoxication where [balance and muscle control is significantly deteriorated and blackouts can occur](#).

Source: MCPD Collision Reconstruction Unit.

*2020 data are preliminary and subject to change.

2020 CRASH TOTALS COMPARED TO PRIOR YEARS

<u>ALL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change from 4-yr. Avg.
Cyclists	120	133	144	+8%
Drivers / Passengers	11,042	11,315	7,567	-33%
Pedestrians	500	485	356	-27%
TOTAL	11,662	11,933	8,067	-32%

<u>FATAL CRASHES</u>	2019	2016 – 2019 Avg.	2020 Prelim.	% Change from 4-yr. Avg.
Cyclists	1	1	1	0%
Drivers / Passengers	18	16	22	+38%
Pedestrians	13	12	16	+33%
TOTAL	32	29	39	+34%

NOTES:

- **Red Text** = The number is preliminary and subject to change.
- Includes reports from MCPD, RCPD, GCPD, M-NCPPC Police, and TPPD.
- % change = change from 2020 compared to the 2016-2019 average.

With the pandemic reducing the number of vehicles on the road, the overall number of crashes in 2020 dropped by a third compared to the prior 4-year average. Collisions between motor vehicles and people on bikes saw a slight increase.

For those still on the road and involved in a crash, there was a notable increase in speeding, impaired, and unbuckled drivers. The increase in risky behavior was observed nationwide. As a result, fatalities were up 34% in Montgomery County compared to the prior 4-year average. Fatalities increased nationwide in 2020.

NOTE ON THE CRASH DATA PRESENTED

The County Government receives crash data from the Maryland State Police (MSP) for the following local police agencies operating in Montgomery County:

- Montgomery County Police (MCPD)
- Rockville City Police Department (RCPD)
- Gaithersburg Police Department (GPD)
- Maryland-National Capital Park Police, Montgomery County (M-NCPPC Police)
- Takoma Park Police (TPPD)

The County Government does not receive data from the following state and federal agencies:

- Maryland State Police (MSP)
- Maryland Transit Authority Police (MTAPD)
- National Park Service Police (NPS PD)

Therefore, the following roadways are excluded from County Government reporting.

- Interstates (I-270, I-370, I-495)
- Intercounty Connector (MD-200)
- National Park Service roads (Clara Barton Parkway and minor access roads)

For final reports for all roadways, see reporting from the Maryland Department of Transportation – Highway Safety Office at: <https://zerodeathsmd.gov/resources/crashdata/>